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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.55
Yau Ma Tei...	...Dep.	6.50	9.25	10.40	11.50	12.10	1.25	4.45	6.05
Shatin...	...Dep.	7.00	9.35	10.50	12.00	12.20	1.35	4.55	6.15
Tai Po ...	...Dep.	7.10	9.45	11.04	12.14	12.34	1.45	5.05	6.24
Tai Po Market ...	...Dep.	7.21	9.58	11.08	12.18	12.38	1.58	5.13	6.08
Fanling ...	...Dep.	7.33	10.03	11.18	12.28	12.48	2.03	5.24	6.19
Shenzhenbui ...	...Dep.	7.38	10.07	11.22	12.32	12.52	2.07	5.28	6.23
Shaumwan ...	...Arr.	7.43	10.13	11.28	12.20	12.58	2.13	5.34	6.29
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumshuea ...	...Dep.	7.21	8.06	10.28	11.43	1.58	3.60	4.43	5.08
Shenzhenbui ...	...Dep.	7.23	8.12	10.48	11.47	1.59	3.67	4.54	5.20
Fanling ...	...Dep.	7.32	8.16	10.58	11.51	2.01	3.71	4.28	5.34
Tai Po ...	...Dep.	7.43	8.28	10.68	12.01	2.11	3.81	4.38	5.44
Tai Po Market ...	...Dep.	7.44	8.30	11.04	12.07	2.12	3.84	4.49	5.58
Tai Po ...	...Dep.	7.59	8.43	11.07	12.21	2.23	3.93	4.56	5.61
Yau Ma Tei ...	...Dep.	8.12	8.55	11.29	12.33	2.35	4.05	5.03	5.58
Kowloon ...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	4.13	5.11



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PLAN OF CAMPAIGN.

CONFIDENCE IN MARSHAL
SUN'S CAMP.

INTERVIEW WITH CHIEF OF STAFF.

ESTIMATE OF RIVAL FORCES.

[BY RODNEY GILBERT.]

NANKING, September 28th.

"When you next write to Shanghai about this situation," said one of Marshal Sun Chuan Fang's staff officers in parting yesterday, "please be cheerful about it. Tell the people that we cannot possibly lose, that with Chiang Chieh Shih (Kai Shek) being pushed back into Hunan we have broken the Red advance, and that the conclusion of this campaign is coming quickly and surely. It would surprise none of us if the Cantonese were in full retreat before a letter could reach Shanghai."

This sanguine statement was the conclusion of an attempted interview with Marshal Sun Chuan Fang on the China Merchants str. *Kinghsin* at Kiukiang. It may sound over-confident, but it does no more than confirm the general impression that one gets coming down the river, after getting well away from pessimistic and poorly informed Hankow. The first surprise that one gets is the spectacle of the striped flag flying over Huangshihkang, the port for Tayeh, and of great numbers of steel helmeted northern soldiers on the shore. This is the 1st Shantung Brigade, under a General Ma Tien Ying from the Kiangsu-Shantung border—Chang Chuang Chang's contribution to the campaign. From this point down to Wusueh one sees tented encampments of the northerners at every little settlement and then at Wusueh there is General Chen Tiao Yuan's big concentration.

A Business-Like Force.

In Kiukiang one finds the community in the grasp of a very well equipped and seemingly serious and business-like soldiery who inspire confidence at a glance.

The Commander-in-Chief of the allied armies of Chekiang, Kiangsu, Anhui and Kiangsi is naturally an exceedingly busy man at the moment, with the usual horde of callers and the usual stack of papers and maps before him, and while there was no difficulty about reaching his headquarters, his military launch, and then reaching his presence, a protracted interview was out of the question; so the writer was rather abruptly turned over to the senior staff officer, who undertook with great good nature to explain what was going on.

The general plan of campaign is to drive westward from various points in Kiangsi, in several columns, towards the Hukang railway and the Siang river and thereby endanger the Red line of communications and force their withdrawal from Hupeh and northern Hunan. If carried out swiftly enough this withdrawal will of necessity be a rout, since the Cantonese and Hunanese Reds have gone so far afield over routes in which communications are bad. If they have to run to get back before being cut off, it is assumed that there will be no great difficulty about keeping them running well into southern Hunan and over the Kwangtung border.

A Secret Objective.

Apart from the Shantung Brigade at Huangshihkang and the outposts along the river, there is no force above Wusueh and there is, as yet, no thought of a direct advance upon the Wu-Han cities by the river route. Indeed the Brigade at Huangshihkang seems to be no more than a precautionary force whose disposition is not yet determined. The most northerly force operating against the Cantonese line of communications is therefore that directed by General Cheh Tiao Yuan out of Wusueh. As has been reported, this column is said to have reached a point south of Tayeh Lake and, while the objective is naturally a secret, it is not denied that it is striking for the Wuchang-Changsha railway at a point somewhere above Yochow. For this expedition a strength of 30,000 Anhui troops is claimed, this is discounted 50 per cent. here. It has nevertheless been strong enough to force the withdrawal from the Kin-Han Railway and from the vicinity of Wuchang of a large force that has gone inland and will be in a sorrowful plight if communications are cut further south in Hunan. The route of this column, as will be seen from the map, passes 150 li south of Hankow.

From Kiukiang a route leads south-westwards through Suichang (*alias* Jui-chang), through Waning, Iaiing and Pingkiang to the railway at, or above, Changsha. What force is moving along this line, which is said to be an excellent highway, is still a secret, but the Southerners have been talking for some time in Hankow of its imminent arrival at Pingkiang, which is dangerously close to the railway.

Scene of Chief Action.

The big fight, however, in the night of both parties, is that being waged between Nanchang and Pinghsiang, with Chiang Kai Shek and his two best Cantonese divisions, including the Whampoa cadets, on the one hand, and Governor Lu Hsiang Ting, with five brigades of Chekiang troops and several brigades of Kiangsi troops on the other. If Chiang

(Continued on next column.)

OBITUARY.

MR. W. H. ALLEN.

FATHER-IN-LAW OF DR. SAUNDERS.

Mr. William Henry Allen, of Bromham House, near Bedford, died on September 3rd at the age of 82. A native of Cardiff, he began his business career as a manufacturing engineer at Lambeth, until in 1893 he moved to Bedford, where his firm have produced much of the pumping equipment in connection with irrigation schemes in Egypt, and equipped the dockyards of the Japanese Admiralty, as well as other large undertakings in the Far East.

Mr. Allen was twice married, and is survived by a widow, who was a daughter of Mr. W. F. Fedden, of Bristol. His first wife was daughter of the late Mr. R. T. Howell, Bryn Caern Castle, Carmarthenshire. One of his daughters is wife of Dr. Saunders, of Hongkong. The funeral took place on September 7th, at Brompton Cemetery. Engineer Vice-Admiral Sir Robert Dixon, R.N., represented the Admiralty, and representatives were present from the Institute of Civil Engineers, Institute of Mechanical Engineers, and the Industrial Welfare Society, and a deputation from the Queen's Engineering Works, Bedford. Many tributes were sent from the different engineering works and the institutions with which Mr. Allen was associated.

is badly defeated in this quarter, his whole expedition is a wreck and the Hunanese and Cantonese north of Changsha will be helpless refugees in an alien land.

Contrary to reports circulating in Hankow, General Sun's staff officers cheerfully admit that Nanchang did fall to the Cantonese and that Pinghsiang is not now in northern hands. The Cantonese, led by Chiang Kai Shek himself, advanced into Kiangsi along the Chuchow-Pinghsiang railway and then split into two columns for their attack upon Nanchang, one going by way of Linkiang and the other by way of Juichowfu.

Teng Ju Cho was easily overwhelmed but escaped with some of his troops towards the south-east. Governor Lu Hsiang Ting was, however, coming to the rescue from the north and, at the right moment, Teng Ju Cho came back and co-operated with him in the ousting of the Cantonese. A movement was attempted to envelope the city, Teng passing it on the east in his northward movement, while Lu passed it on the west in his southward movement. They hoped to trap the entire southern force but, while they claim to have taken many prisoners, they admit that Chiang Kai Shek and the majority of his following escaped and retreated westwards, towards Pinghsiang.

Cantonese Kept Moving.

These events happened between the 19th and 24th of this month, since when Governor Lu claims to have kept the Cantonese moving and to have pushed them back into the Yuanchow district, to a point within 100 li of Pinghsiang. This, if true, has been more of a flight than a retreat and would warrant all the optimism which General Sun's chief of staff puts into his message to Shanghai. Chiang Kai Shek's own Cantonese divisions are both the nucleus and the inspiration of the whole Red expedition and if they cannot stand their ground before the Chekiang advance, the whole Red force is bound to break and run.

Governor Teng Ju Cho is once more in Nanchang, according to the staff officers; Fang Pen Jen is virtually a prisoner in Kianfu, which is held by a Red sympathizer; Wu Pei Fu is in Chengchow, Honan, trying to reorganize a new striking force; and Chin Yun Ao is supposed to be at Hsiangyangchow, which accounts for all the principals not already mentioned.

Estimate of Rival Forces.

There is much dispute among observers about the relative strength of the Allied and Red forces. In Kiukiang foreigners give Sun Chuan Fang credit for 170,000 men. Junior officers whom the writer questioned and one staff officer all gave the same reply—"ten-odd ten thousands," which is to say from 130,000 to 140,000. Here in Nanking it is estimated that a maximum of 60,000 men have gone up river. All the available troops in Kiangsi would not bring the total up to 100,000.

On the other side there are probably 50,000 left of the original Cantonese, Hunanese and Kiangsi men who set out on the expedition. According to General Sun's chief of staff, however, these have been joined by scores of impecunious Hunanese units who see an opportunity to draw regular pay for a change. Whatever their numbers, they are not of great fighting value.

Of course, no prophecies are ventured as to the outcome of the struggle, for the writer is only attempting to give a skeleton picture of the military situation and its potentialities. The only thing that seems at all certain is that if Chiang Kai Shek is being pushed back by Lu Hsiang Ting, the Red conquerors will have to abandon Hupeh and either bolt for home or make a stand somewhere in the vicinity of Chuchow. If reinforcements got back to Chuchow in orderly fashion, it is always possible that Chiang Kai Shek might make another dash for Nanchang and attempt to come up through Kiangsi. The odds are, however, that if Chiang and his two crack divisions are beaten, the expedition will collapse in ruins.—N.C. Daily News.

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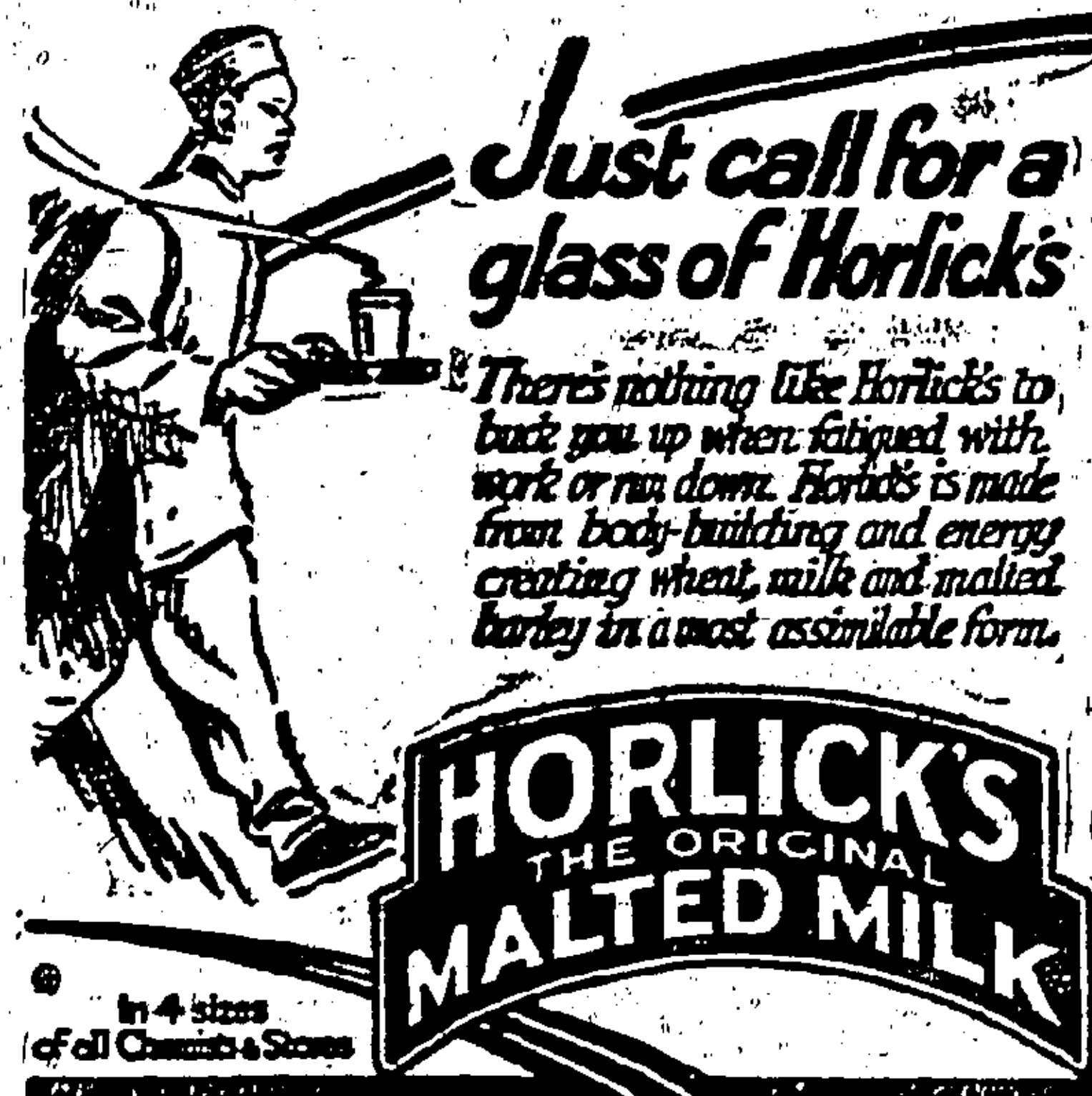
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CHINA NAVIGATION STEAMER RANSACKED.

VESSEL UNDER PIRATE CONTROL FOR 900 MILES.

VAIN EXPECTATION OF BULLION HAUL.

COMPRADORE KIDNAPPED.

The notorious pirates of Bias Bay have perpetrated still another astounding and successful piracy. The China Merchants Steam Navigation Company's s.s. *Hainfung* arrived in Hongkong yesterday from Bias Bay, where the pirates had abandoned her. The vessel which plies between Shanghai, Tientsin and Chefoo, was taken over by a band of thirty pirates on October 1st. The captain was forced to make for Bias Bay, and for over three days, on a voyage of 900 miles the pirates had control.

They took away all the valuable cargo, and ransacked the passengers' luggage, but their haul was far below their expectations. They were positive that there was a cargo of bullion on board, and it was for the purpose of securing it, that they had planned the piracy. The European officers' belongings as well as those of the only European passenger on board were not touched.

On the voyage several vessels were passed but the officers dared not signal. At Bias Bay an armed Customs launch was in the vicinity but the Captain was compelled under threats of having himself and the officers shot to send a message to the launch to keep away. No member of the crew or any of the passengers were injured. The number one Compradore, an old man who has been in the employ of the Company for several years, was kidnapped and will be presumably held to ransom.

The Same Old Way.

The s.s. *Hainfung* left Shanghai for her regular run to Tientsin and Chefoo early in the morning of October 1st. Captain W. Ross was in command and the other five officers, all Europeans were Messrs. Berg, Grobe, Campbell, Carnochan and Marripan. There was only one European passenger, a Chinese Maritime Customs Officer bound for Tientsin. Of Chinese passengers there were about 285, and the Chinese crew including the Compradore staff numbered over a hundred. All went well until about 6 o'clock the same evening, when the pirates, who had booked as passengers showed themselves. They numbered about thirty and were all well armed. Almost at the same moment every point of vantage in the ship was taken. Before the sound of the few shots they had fired in the air had died out the passengers, the officers and the fremen were being held up at the revolver point.

Officers in Captain's Room.

At the time Mr. Berg, the Chief Officer, was on duty on the bridge. He was taken completely by surprise. So too was the Captain and the other officers. All the officers were taken to the Captain's room. The Captain was ordered to turn the boat for Hongkong and complied.

At the same time the engine-room was taken and the fremen cowed at the point of the revolver. They were ordered to put out full steam. On deck and in the steerage quarters, the Chinese passengers, including several children were huddled together.

Where Is The Bullion?

The pirates asked the officers the whereabouts of the bullion on board. They replied that there was no such thing. The pirates were, however, sanguine that their reckoning was correct. As soon as they had control of the ship a number of them rushed to the engine-room and secured the tools. They then went and searched the cargo. Boxes were prised open, bundles were unwrapped. They searched frantically but no bullion was forthcoming. They then began searching the passengers' luggage and confiscated everything of any value. Occasionally they were heard to use threats of torture to passengers whom they thought had concealed anything of their valuables. But none were seen to strike any of them.

Living In The Saloon.

During the voyage the ship was well guarded from end to end. The officers were allowed to go about their duties unmolested and the passengers always under guard were allowed to go about.

The pirates took charge of the saloon and lived there comfortably and sumptuously night and day. Reclining on the settees smoking opium, having the cooks cooking for them day and night, sleeping in the best cabins, they lived like rich men. They had the saloon boys to tend on them and they partook of European as well as Chinese food.

Ships Passing By.

On the voyage many ships passed the *Hainfung* and much as the victims of the piracy longed to, they did not dare to signal. As soon as a ship was sighted the pirates became more vigilant and threatened the officers with death if an attempt was made to get into communication with it. And so the ships passed by.

Late on Monday night Bias Bay was neared, but the pirates would not land until the dawn. Early yesterday morning the vessel was taken in.

Pirates Become Frantic.

As the *Hainfung* was going into the Bay, an armed Customs launch was sighted following the ship. The pirates became desperate and took up a "savage attitude. The Captain and officers were held up at the revolver point, and the Captain was told that if he did not send a message to the launch to withdraw, every man on board would be shot. There was no denying that the pirates would have carried out their threats to the letter had not the request been complied with. A boat with some members of the crew was sent off and the launch ceased the chase. It was the best thing to do under the circumstances. Had the launch attacked the pirates

they would have been vanquished but only at the expense of the deaths of all those on board.

Sampans Come Out.

Eventually a large number of sampans came out from the shore and all the loot was placed in them. The unloading was done quickly, the pirates being apparently desirous of getting away as soon as possible. The sampan men were eager to get on board, but the pirates refused to allow them to do so. Eventually they all disappeared and the sampan men, taking with them the number one Compradore and the *Hainfung* was turned for Hongkong.

Seaplane Reconnoitres.

The news of the piracy was received by the Naval Authorities in Hongkong early yesterday morning, through a wireless message sent by the s.s. *Seichuan*, also owned by the China Navigation Company. This vessel left Hongkong for Amoy yesterday morning.

In consequence of the report a seaplane was dispatched to the scene with instructions to try and locate the pirates. Later in the day the seaplane returned and reported that no trace of the bandits could be gathered.

Distressed Chinese Passengers.

When the *Hainfung* arrived yesterday, a *Daily Press* representative went on board. Indiscriminate confusion was to be seen in the cargo holds. Boxes and their contents were thrown about everywhere, showing that the pirates had left nothing untended in their search. The saloon was in good order, and showed little sign that for days it had been the rendezvous of gluttons and ruffians. The distress of the Chinese was pitiable. They were all of the poorer class, and certainly their belongings must have been few enough without the added confiscation by the pirates. They were indeed a poor crowd to rob. But the little they had had been taken. They were left with their beds, their bundles of clothing, and their cooking utensils. They had, one and all, distressful countenances. Amongst them were several children, several babies, and several aged people.

An Officer's Experience.

Giving his account of the event, Mr. Carnochan, the 2nd engineer, said: "It was about 6 p.m. and I was having chow in the mess room. I heard shots, and at first I thought they were crackers but a moment later I saw some men running along the corridor, and it dawned upon me that they were pirates. Four armed men came in and one addressed me in fairly good English: 'Hand over your revolver.' I told them I did not possess one, but they had me take them to my room, where they made a thorough search, but discovered nothing. They then escorted me to the Captain's room where I found the Captain, and the chief and second officers under guard. I was then taken down to the engine room, and the third engineer was taken up.

Playing With A Gun.

"In the engine room were two pirates and one of them was shouting on the firemen to get 'plenty steam.' I am sure he was a fireman. He knew all about it. The other, who was quite young, was playing with his gun, firing shots on the floor."

Disappointed.

Continuing, Mr. Carnochan said that the pirates were well organised. He also spoke of their disappointment in not finding the bullion they had reckoned on. "They were positive that we had a big consignment on board," he added.

Referring to the arrival at Bias Bay, he said that it was the most nerve-racking period of the piracy. "The sampanmen," he said, "who were also pirates wanted to get on board. They were a wild crowd. But the pirates had already told us that they would not allow them to do so. They kept their word, and we were thankful. Goodness knows what would have happened had they been allowed on board. We were also afraid that other pirates would come from shore. Fortunately for us, the pirates were eager to depart. They did not take any of our belongings, and no one was injured. The saddest part of it is that the old compradore was taken away. He was well-liked by us all."

(Continued on next column).

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A dangerous practice, breaches in which are provided for by traffic regulations is the overloading of lorries, particularly when the contents are protruding to a considerable extent behind the vehicle.

A case which Sub-Inspector C. F. Alexander, of the Traffic Department, described as a serious one, came before Major Willson yesterday when an owner and driver were summoned in respect of a lorry which was overweighted.

Sub-Inspector Alexander said that timber was protruding from the end and if anyone had been walking along the road reading a newspaper, as was quite a common practice they were liable to be knocked down if the lorry took a turn.

Sergeant Hopkins said that the maximum load of the lorry was 7 tons and there was 8 tons 7 cwt. and 2 quarters on it. The lorry itself weighed two tons.

The owner of the lorry said that he did not know what was on the lorry at the time and had not authorised the carriage of the amount alleged.

The lorry driver stated that he thought the load was 7 tons.

It was further stated by the police that there was 16 feet of planking protruding from the back, some of the planks dragging along the ground.

The owner was fined \$10 and the driver \$25.

A Typhoon Excuse.

The excuse offered by a Chinese driver of a Ford lorry when charged with dangerous driving was that he had been "to pick up dead bodies at Aberdeen" and was in a hurry to return.

In reply to Major Willson, the interpreter, said that the defendant was referring to bodies washed ashore after the typhoon.

Sergeant Baker said that the defendant passed another lorry at a bad corner going at over 20 miles an hour.

Defendant was fined \$10.

THEFTS.

The following thefts were mentioned in police reports yesterday:

Mr. J. E. Lawrence, of No. 1, Armand Building, lost a pair of trousers and other small articles from his servants' quarters.

While shopping on the 1st floor of Messrs. Sincere's emporium, Mrs. Keown, of No. 11, Stanley Terrace, laid her attack case on the counter. The case and its contents are valued at \$24.

Mr. Cheung Yau Silk, cashier to Messrs. W. Watt & Co., a Chinese firm of No. 188, Wing Lok Street, reports the loss of \$900 in nine \$100 banknotes.

About 11.30 a.m. on Monday he cashed a cheque for this amount at the Chartered Bank and proceeded back to the shop by tram. When he got off, he found that the money had vanished from his pocket!

"It was a nerve-racking time" he concluded, "few of us on board have had any sleep since the pirates surprised us on October 1st."

A Polite Crowd.

Mr. Grobe, the second mate, had another story to tell. "I was dining," he said, "and had just finished my soup and fish, and was about to tackle some stewed onions, when all of a sudden, I raised my eyes and looked into the muzzles of two revolvers. I was taken to the Captain's room, and after being there for about ten minutes, I asked to be allowed to go to finish my chow. 'Yes, certainly, certainly,' said one of the pirates."

"They were a polite crowd of villains," he continued. "One day one of them asked me for a match, and he said 'thank you.'"

"They spoke English well, and they let us know that they were disappointed in not finding the silver dollars. The number two of the pirates told me on one occasion 'Our number one is a fool, he told us that he was sure the dollars were on board.'"

Yesterday the value of the stolen cargo could not be ascertained, and it is unlikely that the value of the property stolen from the passengers will be known. Altogether the loot certainly amounts to several thousands of dollars.

The *Hainfung* is a vessel of 1,385 tons and was built in Glasgow in 1881. She leaves Hongkong to-morrow either for Shanghai or Tientsin.

LOCAL GOLF.

WORK AT THE VALLEY AT A STANDSTILL.

THE DEEP WATER BAY COURSE.

According to the official programme, the interport golf match between Shanghai and Hongkong at Shanghai will be played to-day and to-morrow, but it has been suggested, that in view of the Amateur Championship of China competition being decided on Saturday and Sunday, it might be as well to start the interport yesterday, thus leaving Thursday as well as Friday free as a rest day between the two events.

The new course at Fanling was flooded during the storm but it will be in condition for play during the week-end holiday.

Entries for the Championship, Jasper Clark Cup and Governor's Shield, will close on November 1st.

The Volunteers v. the Club match, arranged for the 17th of this month will be postponed until the 24th, or may be November 1st. It is not certain yet on which date the match, which will be an interesting, as well as representative one, will be played. The reason for the postponement is that the interport players will not be back until the 14th and 15th, and a break is considered to be best between them and the playing of the match referred to.

Work on the Happy Valley Course is still at a standstill, and play will not be possible for some time yet. The P.W.D. appear to have left off all work on the course, although they appear to have completed clearing away and repairing the damage wrought by the storm in every other section of the sporting area of the Valley. There still remains much to be done on the golf course at the Valley. The fifth and sixth holes, which are most important, have not been touched, and the result is that any water there is run down to them, and further cannot get away. It is to be hoped that some progress will be made in the near future toward making the course once more fit for play.

Work of clearing and repair of storm damage is still being carried out at Deep Water Bay. So far some \$10,000 has been expended on this work, but it will be sometime before the first hole is ready. The new second green at Deep Water Bay will, it is hoped be, opened this week.

The Autumn meeting begins on Saturday and extends to Monday, and from the 16th to the 18th there will be a bogey pool competition. The St. Andrew's v. St. George's Societies annual match will be played on Saturday, November 14th, and the qualifying rounds of the Jasper Clark Cup and Championship competitions on November 21st.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP COMPETITION.

In the Captain's Cup qualifying competition at Fanling—
T. S. Whyte-Smith, 87, 12, 75 qualifies.
23 entries—only one card returned.
Optional pool six entries, but no cards returned.

LADIES' GOLF SECTION.

ANNUAL MEETING AND COMPETITIONS.

The annual general meeting of the Ladies' Section of the Royal Hongkong Golf Club is to be held at the Helena May Institute at 10.30 a.m. on Wednesday, October 27th.

There is to be a bogey competition in connection with the Ladies' Section at Deep Water Bay on Tuesday, October 26th. Post entries will be accepted, and players may choose their own opponents. The first round in the Railway Cup competition is to be played in November. Entries close on October 26th, and may be made at either Club House, or at the Helena May Institute.

Lieut. General Sir George Macdonagh, a member of the Committee of the China Association, went to Palestine representing the Imperial War Graves Commission, to attend the dedication of a memorial chapel on the Mount of Olives. The Commissioners also visited Gallipoli and Macedonia, where Sir George Macdonagh, on September 25th unveiled a memorial to the fallen on the Salonika front.

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SINCERE'S GREAT REDUCTION SALE.

AN OPPORTUNITY FOR KEEN BUYERS.

EVERY LINE DRASTICALLY REDUCED.
EVERY ITEM NEW AND UP-TO-DATE.

Come At Once and Get the Pick of Our Stock.

HEAR THE NEW VICTOR PORTABLE GRAMOPHONE.

Special New Sound-Box. Better Tone and more Volume than any other Portable Machine on Sale. Weighs only 13 pounds and 3 ounces.

Capacity for Carrying Six Records.

PRICE: \$65.00

Less 10 Per Cent. Discount for Cash.

S. MOUTRIE & Co., Ltd.

VICTOR DISTRIBUTORS.

WHITEAWAY'S

Waydella

FLANNEL

DOES NOT SHRINK TO CLEAR



This would not have happened if they had been made of Waydella FLANNEL

2,000 Yards "WAYDELLA" FLANNEL,

of fine texture, smooth finish twill surface, will not irritate the skin. Exceptionally durable in wear. Good washing quality. Self Colours and Stripes. 31 inches wide.

Usual Price: \$2.25.

SPECIAL

PRICE

TO CLEAR

\$1.50 Yard.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Boycott will end on October 10th, at Noon—

ANNOUNCEMENT TO BE MADE ON EASTERN PARADE GROUND.

HUGE DEMONSTRATION BEING ARRANGED.

INTERVIEW WITH MR. EUGENE CHEN.

A FRANK AND DETAILED STATEMENT.

In spite of all meetings, and the resolutions passed at those meetings, Mr. Eugene Chen has given his definite assurance that the boycott will end on October 10th at noon. A statement to this effect will be made at a huge demonstration which will be held on the Eastern Parade Ground, Canton, at that hour.

The report of the interview which our correspondent has had with the Canton Foreign Minister will, we are sure, be read with the greatest interest and pleasure. Mr. Eugene Chen made a frank and detailed statement. As will be seen no issue was avoided. Doubts and difficulties were brought up, and considered only to be swept aside. Mr. Eugene Chen admitted that there might be some cases of intimidation by the "die-hards," but he said any such attempt would be severely dealt with. The reason why the boycott had not been definitely lifted on September 30th, or at least time it was hinted it might be, was because he had failed to realise how deeply it had taken root. The preparations had taken a little longer than was anticipated, but now all was in readiness. The Government, he reiterated, had everything well in hand.

THE PROCLAMATION.

There will be no proclamation; the announcement to be made at the demonstration on the Parade Ground will take its place. That, of course, is perfectly satisfactory. The proclamation was only regarded by British merchants as an official notification that trade might be resumed without interference from any quarter. It was regarded as necessary simply to inspire the Chinese with confidence and as a guarantee that they would not be molested. An official announcement made by the Government in public should achieve the same object. Proclamation or no proclamation; announcement or no announcement, the boycott will be considered to be definitely settled only when cargoes are again being moved freely to and fro. That is the great test.

KWANGTUNG REVENUES.

It was admitted that 75 per cent. of the Kwangtung revenue was now being used for the maintenance of the Northern expedition. Mr. Eugene Chen expressed the hope that the day was not far distant when some of this money might be available for the development of the Province. Our readers will re-echo that sentiment. The prospects are indeed bright for South China if in the near future we shall see an efficient and well ordered administration in the Liang-Kwang and the re-establishment of friendly relationship between Hongkong and Canton.

THE INTERVIEW.

GOVERNMENT READY FOR ANY EMERGENCY.

FULL CONTROL OF STRIKE COMMITTEE.

Our correspondent writes: I saw Mr. Eugene Chen on Sunday evening, when he told me definitely the boycott would be finished at noon on the 10th inst.

In order that there should be no doubt on the point I repeated my question. Is that really true, I asked. If it is so it is splendid news. As recently as on Friday and yesterday I saw a number of Chinese merchants and they openly said to me that even if the pickets were withdrawn the boycott would continue. That gave me the impression that the Government were unable to bring about a settlement and were being over-ruled by the Strike Committee.

Mr. Eugene Chen ridiculed this suggestion. He said: The boycott will be declared finished on the 10th inst. at noon at a huge demonstration which will be held at the Eastern Parade Ground. The Government are serious about the matter and have full control over the Strike Committee.

I then asked why proclamations were not posted stating this policy.

"It is not the way of the Nationalist Government," he replied, "to issue proclamations as was done in the old days of 'tremble and obey'."

"But I kept to my point and said that I thought a proclamation would be more satisfactory to the merchants as there was no doubt they were afraid to trade. I referred to the rumours in circulation that instead of the pickets a corps of uniformed men was being organised who would be armed with daggers. It was stated that these men would be on the watch and that anyone caught travelling on British steamers or doing British business would suffer. 'As you know, Mr. Chen,' I continued, 'if one Chinese merchant happens to get stabbed the rest will be terrified and the position will be even worse than it is now.'"

He said he had heard of this and added that in every movement there were always some "die-hards" and that he quite expected some incidents of intimidation would occur, but, he added, all that has been thought out and action

will be taken to guard against it and anyone found intimidating will be very severely dealt with.

Continuing, he said: I myself had not realised how deeply this boycott had become rooted and how necessary it was to bring things back to a proper state. But now the Government are determined to end the boycott properly and are strong enough to carry their policy through. It has been extremely difficult to get all the numerous sections together. That is why the boycott was not ended on September 30th. I myself chose the 10th of October because it is the anniversary of the Republic. The taxes will be devoted to the paying off of the strikers who total about 60,000 in Canton and other districts.

Swatow and Pakhoi.

I asked if Swatow and Pakhoi would be affected and he replied "Of course, the boycott will be called off everywhere on the 10th inst. at noon."

THE FUTURE.

Continuing, Mr. Chen said: I hope that I shall receive assistance from the British and that nothing will happen to upset the arrangements. The "gunboat policy" is like holding up a red flag to a bull and can do no good in the long run. What I hope is that everything will go smoothly and that we shall then be able to tackle the piracy question, perhaps with the assistance of the British Government.

"The revenue of Kwangtung," he added, "has increased enormously since it has been properly managed, but 75 per cent. of it is being devoted to the Northern expedition. We do not regard that as a loss, however, but rather in the light of putting money into a new business."

He expressed the hope that the day was not far distant when a part of that revenue could be used for developing railways and roads. The first thing they would do, he said, would be to complete the Yue-Han Railway.

Then I asked if I was at liberty to repeat what he had told me, and he replied "Certainly, that is the reason why I have spoken to you about the ending of the boycott."

I said I sincerely hoped he would accomplish what he had in view, and whilst saying good night, he again assured me that he would and that he was very desirous of seeing cordial relations existing between Canton and Hongkong.

CANTON ITEMS.

ATTITUDE OF WORKERS' DELEGATE CONFERENCE.

INSTRUCTIONS TO PICKETS.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Workers' Delegate Conference, a "Red" organization in Canton, has come out formally, to support the continuation of the anti-British boycott. In sending a sum of \$3,332 from the Conference to the Strike Committee, the "Reds" also sent a note agreeing that the method of boycott may have to be changed for military reasons, but that the spirit of anti-imperialism should be kept up.

A Tibetan Request.

A Tibetan Lama, Chuan Shih Chang by name (in Cantonese dialect), has arrived at Canton, claiming to bear a message from an organization in his territory. According to him the Tibetans wish the Kuomintang to pay some attention to the "reclamation of political rights in their territory and to appoint a resident official over the country."

Mr. Hu Han Min.

A Kuomintang report says that Mr. Hu Han Min, Kuomintang Minister of Foreign Affairs (now on furlough), will be appointed Special Ambassador to Germany and that Mr. Hu will depart for his mission from Shanghai at an early date.

The Central Bank.

The Kuomintang Central Bank in Canton, up to October 4th, was able to meet all demands for payment. Since then the "run," engineered by the "anti-Reds," has subsided.

Kuomintang Propaganda.

For reasons of its own, the Kuomintang in Canton still insists that the capital of Kiangsi, Nanchang, is in its hands. The Kuomintang is not to make an offensive attack until part of the 4th Army from Canton has reached Nanchang. The censorship against admission of non-Kuomintang newspapers has been so effective that very few in Canton now-a-days know what is going on other than what is being told to them by Kuomintang organs and the propaganda bureaux.

The "Anti-Reds."

Canton information, other than Kuomintang communiques, says that the "anti-Reds" around Waichow are exceptionally active, but the reports of their having taken the city are incorrect. There is nothing to show that the Eastern Districts are in danger of being attacked by "anti-Reds" for the present.

The Pickets.

The Canton Strike Committee, in charge of the placing of pickets in some 35 different parts of Kwangtung for the purpose of preventing Chinese-British trade and traffic, is sending instructions to all picket stations for the men to be prepared to proceed wherever and whenever called upon. This may mean that the pickets are to be called back to Canton soon.

The threatened strike at Kwangtung Arsenal.

The trouble among the workers of the Kwangtung Arsenal at Shekcheng, near Canton, is not by any means over, as the question of better pay and treatment has not yet been decided. The Kuomintang Executive Committee has threatened to consider all attempts to strike as acts of treason, punishable according to martial law. To cause trouble at the Arsenal during war time is not to be tolerated by the Kuomintang, it is announced.

Threatened Postmen's Strike.

The postmen in Canton are again threatening to strike unless their demands are complied with. It will be recalled that the postmen threatened to strike some two months ago but were persuaded to continue work by the Kuomintang who promised to consider their grievances and gave them certain compensation to tide them over the two months—the period which it was thought would elapse before a complete settlement was reached. That time has expired and the postmen now want to be assured of higher pay in the future.

SHIPS FOR CANTON.

"FOOSHING" TO BE FOLLOWED BY "HOPSANG."

The *Cheongshing*, of the Indo-China S.N. Co., returned from Canton yesterday. The *Fooshing* which has come from Shanghai with cargo for Canton will leave for the Southern Capital early this morning.

She will be followed by the *Hopsang* also from Shanghai. The *Hopsang*, carrying a very considerable amount of cargo for Canton and is due here on Sunday. She will reach Canton, therefore, on the day, or the day following that, upon which the boycott is to be officially terminated.

The *Fatshan* yesterday brought down an excellent cargo from Canton and also an unusually large number of passengers.

Mr. Eugene Chen.

SILVER WEDDING.

MR. AND MRS. G. DUNCAN.

PRESENTATION AT KOWLOON DOCKS.

A presentation was made to Mr. G. Duncan, of the Hongkong & Wampoa Dock Company, yesterday on the occasion of his silver wedding.

A large number of the European members of the staff gathered in the Reading Room under the chairmanship of Mr. Macaskill, who remarked that although there might have been silver weddings among them before, this was a case where the parties had been married "in the Dock." He hoped that all of them would hear of Mr. and Mrs. Duncan's Golden Wedding although perhaps many of them did not expect to be in Hongkong when it was celebrated.

The presentation was made by Mr. R. Lapsley, the oldest member of the Dock Staff. He said he felt grateful to be allowed to make the presentation as his wife had been Mrs. Duncan's bridesmaid. Mr. Duncan, he continued, was a man who was always willing to go out of his way to do extra work and to help others. Mr. Duncan suitably replied, saying that, on looking round he saw several who were there when he received his wedding present from the staff. He told them they should not talk so much of him as of his wife as she had a great deal to do with everything. In his case the phrase "better half" did not express nearly enough.

Mr. Scott added:—All of you are as well aware as I how excellent a man our friend Mr. Duncan is, and I venture to say to his face what all of us think—that no more steadfast friend, no cheerier chum exists amongst us although we have many kind friends and neighbours in our midst. Twenty-five years is a long spell, gentlemen, Mr. Scott continued. It exceeds one third of the generally allotted span of our existence; for that space of time, however, our friends Mr. and Mrs. Duncan have been united by the most sacred ties by which we mortals can be bound. All those years they have stood as an example of domestic felicity and we have watched with interest and affection the sons growing up to manhood, the ornaments of this truly domestic hearth.

So gentlemen, let us be merry, it is the twenty-fifth anniversary of a happy day, often to be overtaken let us hope in future years. The spring is gone, it may be; the summer is passing, perhaps; but there is yet the golden autumn of their lives to come when the harvest of good seeds shall be reaped in troops of friends and loving memories.

Toasts were given with musical honours and several old friends of Mr. Duncan's said "a few words," after which an impromptu concert was held. The gift was a canteen of cutlery.

LOCAL WEDDING.

SOMMERFELT—BIRCHALL.

St. John's Cathedral was the scene of a pretty wedding on Monday afternoon, the parties being Mr. Allister Sommerfelt (of the Union Insurance Society of Canton, Ltd.), son of Mrs. Sommerfelt and the late Captain Sommerfelt; and Miss Edith Dorothy Lillian Birchall, daughter of Mr. C. Herbert Birchall, P. and Mrs. Florio Birchall (of Wallasey, Cheshire, England).

The Rev. G. H. Hewitt, Naval Chaplain, officiated.

The bride, who was given away by her mother, looked charming in a dress of champagne lace over georgette with hat on suite. She carried a bouquet of pink roses.

The bride's mother was attired in black marocain with pink underdress.

Mr. J. W. Alabaster was best man. Mr. F. Mason, at the organ, played the Bridal March from Lohengrin.

Following the ceremony, which was attended by many friends of the bride and bridegroom, a reception was held at "Hillcrest," the Peak, following which Mr. and Mrs. Sommerfelt left for Fanling, where the honeymoon is being spent. The bride travelled in a beige crepe de chine jumper suit.

The bride's gift to the bridegroom was a gold wrist watch and that of the bridegroom to the bride a string of pearls.

CHINESE SCHOOLS AND HOSPITALS.

SALE OF WORK TO BE HELD.

In aid of the M.C.L. Chinese poor schools and hospitals, a sale of work is to be held in St. Stephen's Girls' College on Saturday next.

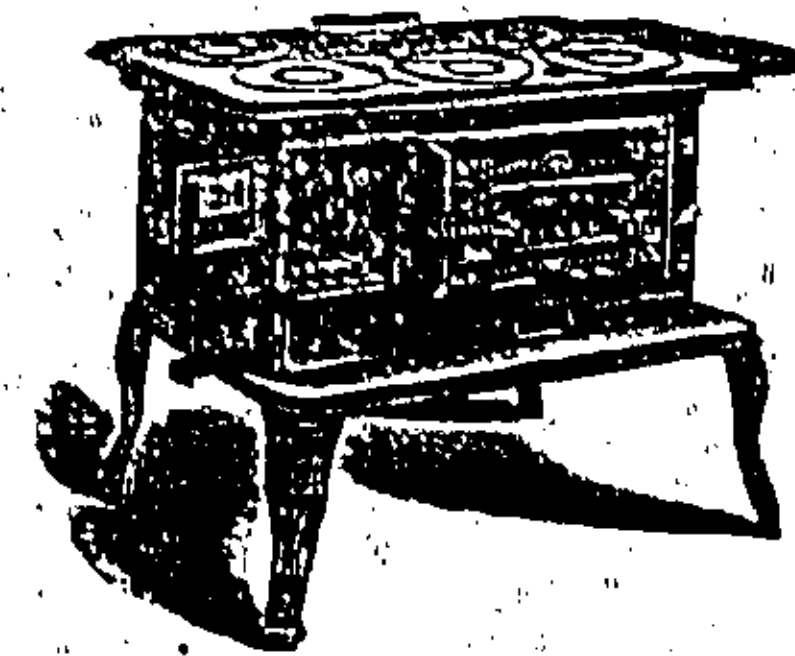
The sale will be opened at 11 a.m. by Mrs. Southorn.

There will be stalls of lacquer from Foochow, inlaid mother-of-pearl articles from Haiphong and Hanoi, native work from Formosa and Borneo and all kinds of other stalls and attractions. Many side shows and competitions will rejoice the hearts of small people and a new feature is a short Chinese play. Price will be reasonable and admission free.

The students, in making this effort to help others, look once more for support to their many kind friends and well-wishers who have helped in the past to make their sales so successful.

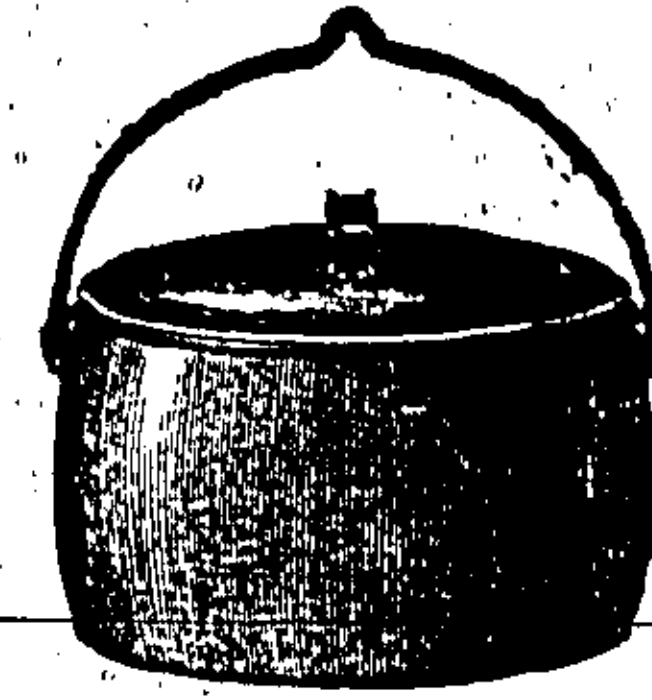
LANE, CRAWFORD, LTD.

There may be other 'Dover' Cookers but there is Only One BONNYBRIDGE DOVER.



No. 6	7	8	9
\$55	\$65	\$75	\$100
Extra for C. I. Boiler.			
No. 6	7	8	9
\$27.50	\$30.00	\$32.50	\$35.00

Cast Iron Cooking Utensils.



SAUCEPANS.					
2	4	6	8	10	12 Pts.
2.75	3.75	4.75	5.57	6.50	7.00
KETTLES.					
6	8	10	12	14 Pts.	
7.00	8.50	9.50	11.50	12.50	
OVAL RICE BOILERS.					
3	4	6	10	Gals.	
10.00	11.50	18.50	30.00		

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad leg, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown & Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable. English Price 3s. (other 2s. 6d.). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else for this price—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CHEMISTS.

BRITISH.

COLLARD & COLLARD PIANOS.

BRITISH MADE THROUGHOUT New Tropical Models Arrived.

SOLE AGENTS:

THE ANDERSON MUSIC CO., LTD.

ST. GEORGE'S BUILDING, ICE HOUSE ST.

TEL. C. 1322.

THE LATEST LEADING NOVELS.

"BELLARION" By Raphael Sabatini ... \$3.50 Mr. Sabatini has chosen medieval Italy as the setting for his new story. He has woven a romance of love and struggle under these passionate skies which will enthrall his readers.	"FAIRY GOLD" By Compton Mackenzie ... \$3.50 This is the most romantic story Compton Mackenzie has ever written. On it he has lavished all the resources of his art.
"THE HIGH ADVENTURE" By Jeffery Farrol ... \$3.50 One of his best thrillers.	"THE SLEUTH HOUND" By Gaston Leroux ... \$3.50 A fantastic, tragic, amusing and romantic story.
"THE AVENGER" By Edgar Wallace ... \$3.50 A wonderfully absorbing story laid in the Hudson Bay district.	"AT GOVERNMENT HOUSE" By A. Bennett ... \$3.50 Being some incidents in the career of Major The Hon. Rolle Dennistoun, V.O. during his office as military secretary to H.E. The Governor of Malakal.
"THE LAW OF THE TALON" By Louis Tracy ... \$3.50 A wonderfully absorbing story laid in the Hudson Bay district.	"JUDGE NOT" By Cecil H. DeWitt ... \$3.50 This novel is crammed with interest and incident from start to finish.
"AT THE GREEN DRAGON" By J. J. Farjeon ... \$3.50 An enthralling mystery story.	"UP NORTH" By J. H. Valley ... \$3.50 A novel of romance and adventure with its main theme set in Scotland.
"PASSIONATE YOUTH" By E. O. Reed ... \$1.50 A charming love story worked out amid scenes of tensely dramatic power.	

KELLY & WALSH, LIMITED.

THE BOOKSHOP.

CHATER ROAD.

NEW ADVERTISEMENTS.

FANLING HUNT RACES.

SATURDAY, OCTOBER 30th, 1926.

ENTRIES for the STEEPLECHASE RACE COURSE, FANLING, CLOSE on SATURDAY, OCTOBER 16th to Mr. A. H. POTTS, c/o BENJAMIN & POTTS, from whom Entry Forms may be obtained. [4033]

"TREVESA" TROPHY.

THE SIXTH BI-ANNUAL RACE for the "TREVESA" TROPHY will take place on WEDNESDAY AFTERNOON, NOVEMBER 3rd, Starting at 4 P.M. From CHANNEL ROCKS. Each Ship may enter Any Number of Boats.

COURSE.—Start from Channel Rocks, Kowloon Rock (P), Mark Boat of Yacht Club (S), East Rock Gas Buoy (P), Finish at Yacht Club across a line West to East.

Competing Boats should be in Position at the Starting Line by 3.30 P.M.

Ships proposing to Enter Boats are Requested to Notify the Hon. SECRETARY, ROYAL HONGKONG YACHT CLUB, Not Later Than NOVEMBER 2nd.

Hongkong, October 6th, 1926. [4031]

HONG KONG TELEPHONE CO. LIMITED.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Three Per Cent. (3%) on the Nominal Amount Per Share Paid Up (i.e., Thirty Cents Per Share on the Shares of the Company \$10 Fully Paid Up and Seven-and-a-half Cents Per Share on the Shares \$2.50 Paid Up), will be paid on MONDAY, THE 15th DAY OF OCTOBER, 1926, in respect of the Financial Year to the 31st DECEMBER, 1925, to the Members of the Company who are on the Register on the 15th October, 1926.

The TRANSFER BOOKS will be CLOSED from MONDAY, THE 11th OCTOBER, 1926, to SATURDAY, THE 16th OCTOBER, 1926, both days inclusive.

By Order of the Board,
G. GUY WILKERSON,
Secretary.

Hongkong, 4th October, 1926. [4037]

BY ORDER OF THE FIRST MORTGAGEES.

PUBLIC AUCTION

FOUR LOTS OF VALUABLE LEASEHOLD PROPERTIES

NAMES:—

NOT No. 1

ALL THAT Piece or Parcel of Ground situate at YAU MATI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as SECTION C OF KOW LOON INLAND LOT No. 629 Together with Three Buildings thereon in course of construction at NATHAN ROAD.

LOT No. 2
ALL THAT Piece or Parcel of Ground situate at TAI KOK TSUI in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as KOWLOON INLAND LOT No. 1644 Together with One Building thereon.

LOT No. 3
ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO in the Dependency of Kowloon and Colony of Hongkong and registered at the Land Office as THE REMAINING PORTION OF NEW KOWLOON INLAND LOT No. 58 Together with Four Buildings thereon now known as Nos. 61, 63, 65 and 67, YU CHAU STREET.

LOT No. 4
ALL THAT Piece or Parcel of Ground situate at SHAMSHUIPO aforesaid and registered at Land Office as NEW KOWLOON INLAND LOT No. 410 Together with One Building thereon now known as No. 125, TAI NAN STREET.

IN FOUR LOTS

BY
MR. E. V. M. R. DE SOUSA, AUCTIONEER, at the
CHINA AUCTION ROOMS,
No. 4, DUNDRELL STREET, HONGKONG,
ON
WEDNESDAY,
THE 20th DAY OF OCTOBER, 1926,
at 3 O'CLOCK, P.M.

For further Particulars and Conditions of Sale apply to:—
Messrs. GEO. K. HALL BRUTON & Co.,
Mortgagees' Solicitors,
St. George's Building, Charter Road.

OR TO:—
MR. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, DUNDRELL STREET,
Dated the 6th day of October, 1926. [4035]

NEW ADVERTISEMENTS.

OLD CLIFTONIAN SOCIETY.

IT Has Been Suggested that the SOUTH CHINA BRANCH of the Society be RE-ESTABLISHED in HONGKONG.
For Further Particulars will Old Cliftonians Resident in Hongkong and South China kindly Apply to:—
F. A. PERRY,
15-16, Connaught Road,
Hongkong.

NOTICE.

THE Public is hereby informed that Mr. ROBERT JOHN HALL is no longer connected with our Company as from the 4th INSTANT, and that the Power of Attorney held by him is withdrawn.
T. E. GRIFFITH, LTD.
4021]

REMOVAL NOTICE.

AT THE SIGN OF THE LANTERN.

WE Have Now MOVED into our New Premises:—
YORK BUILDING,
GROUND FLOOR,
CHATER ROAD,
(Next Door to KELLY & WALSH).
Where You Will Find a Collection of CHINESE BLACKWOOD, CARPETS, PORCELAIN, EMBROIDERIES, BEADS, PEKING GLASS, LACQUER, CHINA LAMP SHADES and CHINOISERIE of All Kinds at Fixed and Reasonable Prices. Also A New Consignment of SMART FROCKS and HATS from LONDON and PARIS. [4012]

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 9th OCTOBER, 1926, Commencing at 3.15 P.M. The First Bell will be rung at 2.45 P.M.
The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.
Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTRAP & DAVIS at \$5 each up to FRIDAY, 8th OCTOBER, 1926.
The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3999]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, the 15th OCTOBER, 1926, at 5.30 P.M. AND
NOTICE IS HEREBY GIVEN that on FRIDAY, the 15th DAY OF OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION OF ONE HUNDRED (100) DEBENTURES will be held.
The Names of the Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and Holders of Drava Debentures may, upon giving Notice to the Treasurers waiving the 6 Months' Notice to which they are entitled, apply on the 31st OCTOBER, 1926, to the TREASURERS, Messrs. FRANK SMITH, SMITH & FRANK, for Payment of the Principal and Interest to the 31st OCTOBER, 1926.

By Order of the Committee,
J. D. HUMPHREYS,
Hon. Secretary.

GRAND HOTEL DES WAGONS-LITS, LIMITED.

[INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.]

NOTICE IS HEREBY GIVEN that the GENERAL TWENTY-THIRD ANNUAL MEETING OF SHAREHOLDERS OF THE GRAND HOTEL DES WAGONS-LITS, LIMITED, will be held at the then Registered Office of the Company, EXCHANGE BUILDING (2nd floor), Des Vaux Road Central, Hong Kong, on SATURDAY, the 6th NOVEMBER, 1926, at 12 O'CLOCK Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended on the 30th June, 1926, confirming the appointment of a Director, and re-selecting a Director and the Auditors.

By Order of the Board,
F. O. BARRY,
Acting Secretary.

Hongkong, 4th October, 1926. [4028]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order Limiting the Time for Sending in Claims to or Against the above Estate to the 20th DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

Dated this 1st day of October, 1926.
DEACON,
Solicitors for the Executor,
1, Des Vaux Road Central,
Hongkong.

INTIMATIONS.

Fine PORTS

	DUTY PAID.	Per Case.	Per Bot.
Invalid ...	\$38.00	\$3.25	
Douro ...	40.00	3.40	
Old Tawny ...	44.00	3.75	
Estrella ...	46.00	3.90	
Very Old Tawny ...	58.00	4.00	
Oldest & Finest ...	61.00	5.20	

Fine SHERRIES

	DUTY PAID.	Per Case.	Per Bot.
Light Dry ...	\$35.00	\$3.00	
Solera ...	37.00	3.10	
Very Pale Dry ...	38.00	3.25	
Pale Dry Nutty ...	40.00	3.40	
Fine Old Brown ...	44.00	3.75	

Grown, Bottled and Shipped by

Geo. G. SANDEMAN SONS

& Co., Ltd.

Xeres de la Frontera and Oporto.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

MARRIAGES.

ALLFREE—RAM.—On September 2nd, at Stowley Church, Captain DENYS JULIAN ALLFREE, 1st Batt., East Surrey Regt., to ELIZABETH ADZE (BETTY) RAM, daughter of Mr. and Mrs. EDWARD RAM, of Hongkong.
HOLGATE—BUCKLEY.—On September 4th, at St. Peter's Church, Hale, RALPH HENRY, youngest son of Mr. HAROLD HOLGATE, of Shanghai, and the late Mrs. HOLGATE, to INA MARGARET (PAGET), youngest daughter of Mr. and Mrs. C. ANTHEA BUCKLEY, of Miramar, Hale.

DEATH.

BEZSTON.—On September 6th, at Bexhill-on-Sea, PHILIP E. BEZSTON, formerly of the Chartered Bank of India, Australia, and China.

Hongkong Office: 11, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 6th, 1926.

OCTOBER 10th.

Either the boycott will be terminated on October 10th or Mr. EVGENE CHEN will have to resign his position as a political leader in Canton. It is inconceivable to a British subject that a Foreign Minister of a Government should make a statement such as the one Mr. EVGENE CHEN has made to a correspondent of the Daily Press and retain office if he fails to carry through his policy. We certainly wish Mr. EVGENE CHEN every success and thank him for his frank and perfectly straightforward statement. We now know where we stand.

There is to be no official proclamation on the subject. That does not matter. An announcement, made from the Government platform in the presence of a great mass of people will do just as well. After all the proclamation was simply designed in order to give the merchants confidence and to provide them with a guarantee of Government support in case they were molested by agitators and others when carrying on trade with this Colony. A

proclamation in itself would not end the boycott, but a restoration of confidence in the Government's willingness and ability to maintain law and order as against the strike pickets will certainly do it and there is no doubt, judging from the interview which we are privileged to publish in to-day's paper, that the Canton Government have decided to throw their whole weight into the scale on the side of freedom in trade. There may be isolated cases of intimidation but if, as Mr. EVGENE CHEN suggests, the Government are prepared for these and are ready to inflict exemplary punishment upon the guilty parties we venture to think they will soon cease. The resumption of trade under normal conditions is, of course, the great test of the Government's policy. If there is no trade the Government's policy will have failed. In such case—although we do not imagine for one moment that it will fail—the only alternative, as we have said, will be resignation.

Mr. EVGENE CHEN expressed the hope that the day was not far distant when more of the Kwangtung revenue would be available for the development of the roads and railways of the Province and suggested that Hongkong and Canton might co-operate in putting an end to piracy in these waters. In one or two sentences he outlined the picture of which we have for years been dreaming. Great Britain has no "gunboat policy." Gunboats have unfortunately been needed to protect the lives and property of British subjects. In a well-ordered and peaceful China, Great Britain's assistance would be willingly and very generously given in any schemes calculated to advance the development of the Country. Mr. EVGENE CHEN need have no misgivings on that score. Hongkong, and behind Hongkong, the British people would welcome a return to friendly relationship and all that such relationship implies.

The theft of a bicycle, valued at \$40, from the Chung Man shop, Jervois Street, was reported to the police yesterday.

The total output of the Kailan Mining Administration's mines for the week ending September 18th amounted to 64,609 tons, and the sales during the period to 63,654 tons.

Mr. A. R. Hardie, a director of the Eastern Telegraph Company, and Mrs. Hardie, celebrated their golden wedding on August 31st. Mr. Hardie has spent 52 years in the cable service.

The late Mr. Charles Hay (84), of Ashhurst Wood House, East Grinstead, Sussex, a former prominent resident of Shanghai, left estate valued for probate at £40,450 (net personality £39,430).

Mr. M. J. Quist, Netherlands Consul-General in Hongkong, left on a month's holiday yesterday; during his absence Mr. A. Methofer, Vice-Consul, will be in charge of the Consulate-General.

Entries for the next steeplechase meeting at Kwai Tsai Race Course, Failing, close on Saturday, October 16th, to Mr. A. H. Potts, c/o Benjamin & Potts, from whom entry form may be obtained.

"At the Sign of the Lantern," the well-known curio store of the Astor Hotel Building, has removed to larger and more commodious premises in York Building (next to Messrs. Kelly and Walsh).

The Telephone Company announce an interim dividend of 30 cents a share on the \$10 fully paid up shares and 75 cents a share on the \$2.50 paid up. The dividend will be paid on Monday, October 18th.

The forthcoming wedding is announced of Mr. Cesar Outaires Baptista, banker, residing at "Alpha," Hart Avenue, Kowloon, to Miss Elfrida Maria Gomes da Silva, residing at No. 23, Jordan Road, Kowloon.

The twenty-third annual general meeting of shareholders of the Grand Hotel Des Wagons-Lits, Limited, is announced to be held on Saturday, November 6th, at the registered office of the Company, Exchange Building (2nd floor), Des Vaux Road, Central.

The late Mr. Henry Edward Laver, of Ardleigh, Essex, master mariner, who died on May 31st, left £8,958, with net personality £6,794. He left his collection of Chinese and Far East archers' implements to the Cambridge University Museum of Archaeology and Ethnology.

Mr. Verhoma Shewaram, the proprietor of the Pioneer Silk Store, who recently went to Japan on a pleasure trip, is returning by the s.s. D'Aragnan next week. During his short stay in Japan Mr. Shewaram was entertained by all the Indian firms of Yokohama and Kobe.

In commemoration of Nelson Day, Thursday, October 21st, the Hongkong Branch are holding a "Nelson Day" Celebration Concert at the Queen's Theatre, on which occasion the "Zebrugge Film" will be screened. Seats may be booked now at the Queen's Theatre.

An old man, a Chinese, was found hanging from a tree yesterday morning at the Queen's College Recreation Ground (near the Polo Ground, Causeway Bay). The police believe the affair to be one of suicide.

Between the hours of 2 a.m. and 3.15 a.m., yesterday morning, a thief or thieves entered the ground floor of No. 29, Wyndham Street, and stole clothing, which was packed in a drawer, to the value of about \$100.

A Chinese was knocked down by tram car No. 30 yesterday morning, at the junction of Des Vaux Road and Cleverly Street. He received injuries to his face, arms and legs, and was removed to the Government Civil Hospital by the police.

The engagement is announced between Lieut.-Comdr. Derek Henry Caldwell Cooper, R.N., and Joan, only child of the late Major-General N. W. Barnardiston, C.B., M.V.O., and of Mrs. Barnardiston, of The Ryes, Sudbury, Suffolk.

Through the courtesy of Mr. H. W. Ray, manager of the Hongkong Amusement, Ltd., the students of Sacred Heart English School will give a stage performance, to entertain the students of the schools managed by Rev. Father G. M. Spada, at the Tai Yat Theatre, on October 10th at 10 a.m.

There was no business of public interest at a meeting of the Sanitary Board yesterday. Those present were Mr. B. A. D. Forrest (Acting President of the Board), Dr. A. G. M. Severn (M.O.H.), Dr. J. C. MacGown, Dr. S. W. Tso, Dr. S. C. Ho, Mr. Wong Kwong Tin and Mr. J. Watson (secretary).

Mr. J. Krabbe, assistant of the Northern Feather Works, Canton, and now residing at the Y.M.C.A., Kowloon, reported to the police yesterday that while he was bathing at Repulse Bay some person stole from his jacket, which was inside a bathing shed, a \$50 Hongkong and Shanghai Bank note. The number of the note is A30490.

The Hongkong A.D.C. are exceedingly busy these days, rehearsing their productions for "Cricket Week." According to the experts, the programme will be a very fine one and present indications point to the entertainments being some of the best and most amusing ever staged by the Club. Full houses and a record success are confidently anticipated.

The return of notifiable diseases, for the week ended 2nd instant, recorded three Chinese cases of enteric fever, two of which proved fatal; also one Chinese case (imported) of cerebro-spinal fever. Two deaths are mentioned from influenza (not notifiable). For the 24 hours, ended 4th instant, one Welsh case and one Chinese (imported) of enteric fever were notified.

Among the passengers arriving in Hongkong by the R.M.S. *Empress of Asia* from the North yesterday were Mr. C. B. Shank, Mr. H. R. Pousette, Canadian Government Trade Commissioner on the way to Calcutta, Mrs. Compton, Miss Thwaites, Mrs. W. C. Passmore, Mr. and Mrs. Henry Ching, Mr. S. J. Hicks, Mr. R. A. Nicholson, Mr. R. Falcaster, and Mr. E. Rouillon.

Mr. L. Evans, chief accountant of the Bombay branch of the Hongkong and Shanghai Bank, who was stopped at Aden on his way home to England on leave and taken back to Bombay, was on September 7th committed for trial on charges of criminal breach of trust and falsification of accounts in respect of a sum of \$40,000 rupees. In the course of the hearing the prosecution stated that the whole of the securities which it was alleged were missing had been recovered.

Two home mails arrived yesterday. The R.M.S. *Empress of Asia* brought letters from the United Kingdom via Canada (London, September 4th) and the s.s. *Calchas* brought home and Europe mail via Siberia. The total number of bags landed from the *Empress of Asia* was 206, of which 81 were for Hongkong, the remainder being for Canton and outports. There were 15 bags from London. The *Calchas* brought 278 bags, 48 for Hongkong, with 28 bags from the United Kingdom via Siberia and 21 from the Continent via the same route.

Miss Aileen Woods, the well-known teacher of ball room dancing, is returning to the Colony on October 15th, after an absence of over three years spent in Sumatra, where she met with much success in teaching the "French Tango," and also the "Foxtrot Charleston." Miss Woods will make a feature of these two dances, which she hopes to popularize in Hongkong. She is a sister of Miss Doris Woods, who is still absent touring India with Mr. Salisbury's "Quaints." The tour will not terminate till December, "No, No, Nanette" being still the outstanding attraction.

Mme. Stavrinaki, the well-known imprecariat, whose clever, company of Russian dancers recently performed at the Theatre Royal, and afterwards at Macao, from whence they returned to Hongkong on Monday, is understood to be one of the biggest individual victims of the suspension of the Russo-Asiatic Bank. She is stated to have had large deposits in this bank, totalling a very large sum in Mexican dollars. Her position is the more distressing in view of the fact that she and her company are travelling on a letter of credit issued by the Harbin branch of the Russo-Asiatic Bank. On the Saturday previous to the announcement of the suspension of payment by the bank, Mme. Stavrinaki paid in a considerable sum in local currency, the takings from the season at the Theatre Royal. Fortunately, Mme. Stavrinaki has a small account in another bank, which it is understood is sufficient to finance the continuation of the tour of the company, who were announced to sail yesterday afternoon for Singapore.

ANNIVERSARY RECEPTION.

IN HONOUR OF THE REPUBLIC OF PORTUGAL.

OFFICIAL FUNCTION AT CLUB LUSITANO.

Yesterday was the sixteenth anniversary of the Republic of Portugal and, in honour of the occasion, the Portuguese Consul-General in Hongkong, Senhor A. Luiz Cerqueira de Albuquerque e Castro, held an official reception at the Club Lusitano from 11 a.m. till 12 noon.

The prevailing decorative colouring in the ball room, in which the reception took place, was red and green, the national colours. The ball room presented an animated appearance, there being Consular and Government representatives present, together with many members of local business firms and a large gathering of members of the Portuguese community in Hongkong.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), who was attended by his A.D.C., Captain C. H. Steele, M.C., proposed the toast of "The President of the Republic of Portugal," and the Portuguese Consul-General submitted the toast to the health of "H.M. the King." The Lyric Orchestra, which was in attendance, played selections, as well as the National Anthem of Portugal and England.

Those Present.
Among the large assembly present were the following:—H.E. the G.O.C. (Major-General C. C. Luard, C.B., C.M.G.), accompanied by his A.D.C., Lieut. R. O. F. Johnston, Rear-Admiral A. J. B. Stirling, C.B., accompanied by Paymaster-Lieut. E. D. T. Churcher, the Colonial Secretary (the Hon. Mr. W. T. Southern), the Hon. Mr. E. R. Hallifax, the Hon. Mr. J. H. Kemp, the Hon. Mr. H. T. Cressy, the Hon. Sir Shouson Chow, the Hon. Dr. R. H. Kotewall, the Hon. Mr. H. W. Bird, the Hon. Mr. C. McL. Messer, the Hon. Dr. W. V. M. Koch, Mr. R. C. Tredwell (U.S. Consul-General), Mr. Karsten Larsen (Danish Consul), M. Yves du Courthial (French Consul), Mr. J. P. Braga (Guatemala), Mr. J. T. Bagram (Siam), Mr. P. V. Botelho (Portuguese Vice-Consul and Consul for Honduras), Chev. J. M. Alves (Brazil), Mr. J. Guzman (Consul for Chile), Comm. S. Carrara (Consul for Italy), Lieut.-Comdr. G. F. Sturt, Capt. H. B. L. Dowbiggin, Bishop Valtorta, Father Spada, Father Noval, Father Rossi, Mr. W. E. L. Shenton, Mr. C. A. da Rosa, Mr. E. V. M. R. de Sousa, Mr. Li Yau Tsun (Chairman, Chinese General Chamber of Commerce), Mr. J. Fleming, Mr. H. E. Goldsmith, Mr. E. W. Carpenter, Mr. J. W. C. Bonnar, Mr. E. D. da Sousa, Mr. E. L. Sim, Col. Robertson, and Messrs. W. A. Dowley, Ip Lan Tsun, G. Hogg, E. Leitao, H. F. Gray, W. G. Baker, H. R. Sturt, R. E. Greenfield, F. Grossman, M. J. B. Montargis, G. B. Layton, S. H. Langston, F. Vaux, H. Owen Hughes, R. Hancock, W. Logan, J. O. Shepherd, C. F. Vas, F. F. Eca de Silva, F. Eca de Silva, P. M. Nolasco de Silva, A. H. M. da Silva, S. M. Chen, J. S. de Silva, J. M. d'Almada Remedios, G. Ducois, M. Lecoq.

Last Night's Dance.
In continuation of the celebration of the anniversary, a dance was held at the Club Lusitano last night. The function was most ably arranged by the Committee of the Club, and there were about 500 members of the Portuguese community and their friends present. Dancing commenced at 9 o'clock and continued until a late hour, a thoroughly enjoyable time being spent. Dance music was provided by the Lyric Orchestra.

The ball room on the top floor was tastefully and effectively decorated with red and green electric lighting effect; while the supper room on the first floor had been transformed with decoration of flowers and greenery. The library was utilised as a card room; while another room had been set aside for the use of the ladies as a lounge and rest room.

MOTOR TUITION.

CLAIM AGAINST WRONG PARTY.

A SUMMARY COURT CASE.

Having failed to get the tuition in driving a motor car for which lessons he alleged he had paid \$80 in advance, Pang Tin Yan, described as a "cake-maker," claimed the return of his money in the Summary Court yesterday suing Wong Tang Po whom he alleged traded as the Ping On transportation company. Plaintiff was represented by Mr. H. Owen.

Plaintiff alleged in evidence that the free agreed on for the tuition was \$150 and lessons were to be continued until plaintiff obtained a licence. He had only had one short lesson and when he asked defendant for repayment of the money he refused, stating that the fee was too small.

Defendant was called and in answer to questions said he was only an employee of the Ping On and his time was not his own. He had only been to give half an hour to the tuition of the plaintiff said that the defendant was the manager of the Ping On. This, however, defendant denied.

His Honour commented that plaintiff should have brought the action against the transportation company and not against him.

Admiral Sir Robert Harris, whose death was recorded recently, was a great sportsman, and hunted game in all parts of the world. In China, one of his largest "bags" was secured on the banks of the Yangtze. In 14 broken days shooting a party secured 794 head of game, Sir Robert's contribution being 100 wild pheasants, nine hares, 22 snipe, 17 quail, 13 pigeons, five ducks, and five various, 180 in all.

NORTHERNERS EXPECTED SHORTLY IN HANKOW.

SOUTHERNERS BIG DRIVE TOWARDS NANCHANG.

INDISCRIMINATE FIRING ON SHIPS.

An official message from Hankow, dated October 4th, sums up the situation as follows:—

Wuchang is still holding out. An anti-British demonstration is planned for to-morrow (Tuesday), but it will probably not amount to much. Southern flags are disappearing in Chinese City and in ex-Russian Concession, and there is a general feeling that the Northerners will be back here shortly.

Heavy fighting is reported between Wang Shihke and Hwang Chow. The former is held by Northerners and the latter by Southerners.

It is reported that there is a big drive towards Nanchang by the Southerners to relieve pressure on Hankow.

Yang Sen is sending large forces to Ichang and Shasi against the South.

It is reported that the Peking Railway is practically denuded of Southern troops, which have been brought to defend Hwang Chow.

There has been indiscriminate firing on ships in the neighbourhood of Hwang Chow. A British gunboat with Vice-Consul on board is proceeding there to-morrow (Tuesday) and will convey ships.

The Wansien affair is proceeding smoothly. The Consul and gunboats have exchanged calls with Yang Sen and are expected to leave for Chungking to-morrow (Tuesday).

[THROUGH REUTER'S AGENCY.]

An Anti-British Demonstration.

SHANGHAI, October 5th.
A telegram from Hankow, dated the 4th instant, states that an anti-British demonstration is being planned for to-morrow.

THE DEFENDERS OF WUCHANG.

GENERAL CHIANG KAI-SHEK'S OFFERS.

(Asiatic News Service.)

SHANGHAI, September 28th.
Canton aeroplanes have scattered handbills among the inhabitants of Wuchang, making offers for surrender. They are somewhat as follows:—

1.—All inhabitants are ordered to leave the doomed city.

2.—Each soldier carrying his rifle to surrender shall be given a sum of \$30, and his services will be retained in the Cantonese army. He may be sent home if so desired.

3.—Any man bringing with him 50 armed soldiers to surrender shall be given the rank of Company Commander, with 200 armed soldiers the rank of Battalion Commander, or 300 armed soldiers, the rank of Regimental Commander.

4.—Any man capturing Chen Chia Mo alive shall be granted a sum of \$50,000, and if dead, \$20,000.

5.—Any man capturing Liu Yu Chun alive shall be given a sum of \$40,000, and if dead, \$20,000.

6.—Any man being able to give information regarding the movements of the enemy shall be given ample rewards.

THE COMING BATTLE.

TO DECIDE THE FATE OF THE CANTONESE.

(Asiatic News Service.)

NANKING, September 27th.
At the re-capture of Nanchang by the Northern troops, the Cantonese suffered their greatest defeat since the invasion from Kwangtung. Yesterday a telegram stated that the Chekiang and Kiangsu main forces under the commands of Generals Lu Hsiang Ting and Sia Hung Hsun are being concentrated between Kukiang and Nanchang, and the Cantonese troops under the commands of Chen Pei Te and Lu Ti Ping are marching up to meet them, each side having a number of 50,000 strong. The coming battle will decide the fate of the Cantonese.

CAPTURED AMERICAN MISSIONARIES.

WHAT SHENSI'S TUCHUN PROMISES.

PEKING, October 5th.
The Tuchun of Shensi has replied to the American Legation's representations to the effect that he will spare no effort to do all that is possible to allay the Legation's anxiety. He points out, however, that the city at present is "occupied by bandits."

PEKING POLITICS.

PEKING, October 5th.
Dr. Wellington Koo has assumed office as Acting Premier and Foreign Minister.

THE SITUATION IN CHINA.

LONDON JOURNAL'S COMMENT.

LONDON, October 5th.
The Daily Telegraph, commenting editorially on China, says the argument entering any kind of diplomatic intercourse with those unstable Governments which challenge the authority of Peking is unwarrantable, and regrets that the British Government has to "some extent" compromised its position by directing the Consul general to intervene in more than one important case in the business of protecting British subjects and their rights, which should have been the exclusive sphere of action of the forces of the Crown.

FRENCH GOLD AND SILVER.

THE RUSH OF HOARDERS.

PARIS, October 5th.
A telegram from Toulon says that thirty persons were injured in a rush of eight hundred people to enter the local branch of the Bank of France to exchange gold and silver at the purchase price. Silver had recently fallen slightly, and the crowd feared a fresh fall.

PACIFIC HEALTH CONFERENCE.

TO BE HELD AT MELBOURNE.

BIG REPRESENTATION.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, October 5th.
Britain, United States, France, New Zealand, Fiji, Solomon Islands, Papua, New Guinea, Singapore and also the League of Nations have all accepted the Commonwealth Health Department's invitation to send delegates to the Pacific Health Conference, opening here on December 15th.

[THROUGH REUTER'S AGENCY.]

BRITISH IMPERIAL CONFERENCE.

SOUTH AFRICA DELEGATION ARRIVES.

LONDON, October 4th.
The South African delegation to the Imperial Conference, composed of the Prime Minister, General Hertzog; the Minister of finance, Mr. N. C. Havengill; and Sir William Hoy, General Manager of the Railways, has arrived.

Interviewed by Reuter, General Hertzog said that South Africa wished to be a helpful associate in advancing the interests of the British community of nations.

[BRITISH WIRELESS SERVICE.]

Statement by General Hertzog.

ROOSEY, October 4th.
To representatives of the Press, General Hertzog made a notable statement. He wished, he said, to assure the people of Great Britain that at the Conference, the Union of South Africa had no wish to be anything but helpful associates in advancing the interests of the British community of nations. "We intend to apply ourselves to the task of the conference in a spirit of co-operation, seeking by united action to promote the common interests of us all. One of the main tasks, with which the Conference will be confronted, will be to have the co-operation between the members of the States of the British Empire placed on a more certain and satisfactory basis. If success in that respect is to result from our labours, questions of a fundamental nature, affecting Empire relations, both domestic and foreign as well will have to be grappled with and decided. Fortunately, there is nothing revolutionary in any of these questions—nothing that is not in fullest harmony with the basis already laid down. Given goodwill, courage and faith we ought to be able to accomplish much that will ensure permanency and harmony in all our relations in the future."

[THROUGH REUTER'S AGENCY.]

SOVIET POLITICS.

OPPOSITION ACTIVITIES.

MOSCOW, October 4th.
According to an official news agency, mass meetings of workers have been held in many factories in Moscow, and a resolution has been passed condemning the activities of the Opposition, headed by Trotsky and Zinovieff against the Communist Party's present policy.

[BRITISH WIRELESS SERVICE.]

Official Move.

RIGA, October 4th.
The Moscow Committee of the Communist Party has requested the Central Committee to remonstrate with a number of leaders of the Opposition who are, allegedly responsible for many secret meetings and the distribution of much illegal literature. The names mentioned include Trotsky, Zinovieff and Radok.

[THROUGH REUTER'S AGENCY.]

REDUCTION IN TYRES.

LONDON, October 4th.
The leading British manufacturers have reduced price tyres from 15 to 20 per cent.

COAL DISPUTE.

WELSH MINERS STILL HOLDING OUT.

IMPORTANT DEVELOPMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, October 4th.
The resumption of miners continues steadily. Nearly 9,000 returned to work to-day, the bulk being in Notts and Derby. There are now 171,000 actually coal-producing.

LONDON, October 5th.
The special delegate conference of the South Wales Miners' Federation, held at Cardiff, has overwhelmingly rejected the Government's proposals.

Some of the speakers advocated a general withdrawal of the safety men and intensive prosecution of the strike.

Safety Men Withdrawn.

An important development in the mining dispute: the Miners' Federation has withdrawn the safety men at several of the large collieries in Glamorgan on the ground that some of the safety men are being used for coal cutting.

LIGHTNING STRIKE.

TWO THOUSAND DOCKERS OUT AT TILBURY.

LONDON, October 4th.
Work has been brought to a standstill at Tilbury Docks, in consequence of a lightning strike of 2,200 dockers.

Thirteen steamers including food ships, are idle. The dispute is due to the Port of London Authority refusing a permit to Mr. Atwood, a Trade Union Branch Secretary, to enter the docks. Resentment has been smouldering since the ban imposed after the general strike in May. The Union has not asked the men to strike and men are unwilling to obey Atwood's repeated appeals to resume work.

The principal ships in the dock are the Orient liner *Osterley*, and the *Peninsular* and *Oriental* boats, Kashmir, Cathay and China.

Statement by Dockers' Leader.

LATER.
The dockers' leader, Mr. Thompson, at the conclusion of an interview with the shipowners at Tilbury, declared he had received an understanding that the Port of London Authority will call a meeting to discuss the grievance.

In the meantime he had recommended the men to return, but he was unable to guarantee that the men would obey.

Men Return to Work.

LATER.
The dockers and labourers, who struck at Tilbury yesterday, returned to work this morning, on the recommendation of the Transport Workers' Union, pending a meeting with the Port of London Authority, to discuss their grievances. Mr. Atwood has been permitted to enter the docks.

NORWEGIAN EX-PREMIER ON TRIAL.

A CONSTITUTIONAL QUESTION.

OSLO, October 4th.
The trial has begun in the Supreme State Court of the septuagenarian ex-Premier, M. Berge and six of his ex-Cabinet Ministers, on a charge of violating the Constitution by supporting the Norwegian Bank of Commerce during 1923 and 1924 by a deposit of 25 million kroner, following the economic crisis due to the war. Parliament passed an Act providing for the public administration of insolvent banks, and early in 1923 the Bank of Commerce appealed for secret Government help, hence the Government deposit. The Bank was again in difficulties in 1924, and in response to a Government suggestion, Parliament sanctioned a guarantee of 15 million kroner to the Bank of Norway against loss in respect of support given to the Bank of Commerce, but the Government did not reveal a 25 million deposit with the Bank of Commerce made in October, 1924, placed by the public administration, at present being liquidated.

The trial is purely constitutional, with no question of private gain.

[BRITISH WIRELESS SERVICE.]

BRITISH POLITICS.

CONSERVATIVE CHAIRMAN MAY RESIGN.

REGENT, October 4th.
Lieutenant-Colonel F. Jackson, Chairman of the Conservative Party organisation, will, it is stated, announce his resignation of that position at a meeting to-morrow evening, at Scarborough.

Reports are current in the Conservative Press that he will be appointed Governor of Bengal, in succession to Lord Lytton, who is retiring. Lieut. Col. Jackson, is, of course, the well-known cricketer.

[THROUGH REUTER'S AGENCY.]

FLOATING DOCK.

TENDER FOR SINGAPORE SCHEME.

ROOSEY, October 4th.
It was disclosed at Middleborough to-day that the Furness Shipbuilding Company, has submitted a tender to the Admiralty for a huge floating dock for Singapore, to be built on the River Tees.

The Tees Conservancy Commission to-day agreed to depen the navigable channel of the river where necessary, to permit of the contract being carried out.

The following Foreign Office appointments approved by the King were notified in the London Gazette of September 3rd: Mr. B. E. G. Eddis as Consul-General of Siam at Calcutta; Mr. A. M. Weatherill as Consul of Japan at Dublin; Señor Don Pablo Castillo as Consul of Mexico for Hongkong; Mr. W. R. H. Taylor as Consul of Siam at Moulemez; Mr. J. H. Bruinis as Vice-Consul of the United States of America at Singapore.

RHINELAND INCIDENT.

GERMAN STABS A FRENCH SOLDIER.

[THROUGH REUTER'S AGENCY.]

PARIS, October 5th.
Following the recent Franco-German incidents in the Rhineland, it is reported that a French non-commissioned officer has been stabbed and seriously wounded at Neustadt by a German allegedly without provocation.

The assailant is said to be named Ehrhardt, and is an ex-officer of the German Army, decorated with an iron cross. He escaped on a motor-cycle.

The German police have offered their services to the French military authorities.

The assailant will be tried by Court Martial of the Army of Occupation.

The newspapers attribute the incident to German Nationalist agitation regarding the evacuation of the Rhineland.

[REUTER'S AMERICAN SERVICE.]

U.S. MINE EXPLOSION.

HEAVY DEATH ROLL.

NEW YORK, October 4th.
A message from Rockwood (Tennessee) says it is feared that a number of miners have been killed as a result of an explosion at the Roane Company's mine, where sixty-five men were working. Gas frustrated the efforts of the rescuers and so far only a dead mule and an unconscious man have been found.

The Entombed.

Rockwood, October 4th.
Six bodies of entombed miners have been recovered. Twenty-seven missing. It is feared that they perished.

RUM-RUNNING.

A BIG SEIZURE.

NEW YORK, October 4th.
The sudden appearance of coastguards at Bayway, New Jersey, caused a scuffle among the crew, unloading the cargo of a large British steam trawler, which officials describe as an old rum-running offender. It had apparently sailed through the coastguard fleet and eluded the police boats and had unloaded 1,000 out of its 2,000 cases of liquor aboard, before the coastguard arrived and took possession.

GOLF CHAMPIONSHIP.

U.S. LADIES' FINAL.

NEW YORK, October 4th.
Playing at Haverford, in the American Ladies' Golf Championship final, Mrs. Stetson (Huntington Valley) beat Mrs. Goss (Baltusrol) by two holes.

A "FIVE-DAY WEEK"

AMERICAN LABOUR'S LATEST AIM.

DETROIT, October 4th.
A five-day week for all workers was declared to be the definite goal of the Federation of Labour at the final meeting of the Executive Council, held prior to the 46th Annual Convention opening to-day. This policy will be recommended to affiliated organisations as a basis for negotiation for renewal contracts with employers.

NOISY PRAYERS.

SCENE OUTSIDE AN ASYLUM.

"MOLO KWAL."

"If you did not call him 'mo lo kwai' you are about the only Chinese lady who has not said it," remarked Mr. E. W. Hamilton to a woman at the Magistracy yesterday, when he imposed a fine of \$1 for "disorderly conduct."

She had been chanting and offering prayers at a tree outside the Lunatic Asylum (West Point) where the continuous noise had forced the authorities to ask the Police for a special officer on point duty there.

The worship is known as *Huan-Keng* (Crying away the evil spirit of Fear) and includes violent beating to a rolled mat on the ground, hoarse shouts and the crashing of mirrors.

The Indian constable who made the arrest accused the woman of calling him "mo lo kwai" (Indian devil). She, in turn, corroborated by her daughter, alleged assault.

Divisional Inspector P. Grant testified to unruliness by the woman in the charge room.

LOCAL YACHTING SEASON.

APPROACHING.

A CLUB CRUISE FOR THE WEEK-END.

The Hongkong Yachting season will shortly be opening, the official date for the commencement of the season having been fixed as November 6th.

There will, however, be a Club cruise, of an informal character during the coming holiday week-end. A start will be made from Yacht Club at 2.45 p.m. on Saturday, with Hangchow as the destination.

The next race for the Trevesa Trophy will take place on Wednesday, November 3rd three days before the opening of the yachting season.

The annual meeting of the Yacht Club will shortly be taking place, and programmes for the first half of the coming season will be issued in due course.

The Rev. Edwin Arthur Cook, who has held important missionary posts in China, has been nominated by the Archbishop of Canterbury to the Rectory of St. James's, Dover.

CRICKET NOTES.

The impossible weather which has recently been experienced has made cricket out of the question until the last two days. There is therefore little to comment on and I shall postpone comment until Saturday morning.

Through the courtesy of the Hon. Secretary of the H.K.C.C., Mr. J. D. Humphreys, I am enabled to publish a list of those gentlemen who have so far been invited to use the Interport Nets. They are (in no particular order I may say) R. H. B. Hancock, G. R. Sayer, E. J. Reed, A. O. I. Bowker, Capt. Watters, I.M.S., A. W. Ramsay, E. C. Finch, Captain E. W. Morris, J. C. Lysal, H. A. Standage, A. W. Hayward, E. J. R. Hamilton, H. Owen Hughes, E. J. R. Mitchell, M. Maas, J. D. Humphreys, R. E. R. Oliver, Major Lightfoot, Summers, Walter S. A. Ismail, F. Goodwin, H. Brace and F. J. de Rome.

These gentlemen have been, I understand, written to or invited verbally, and, furthermore, letters have been sent to all the Clubs asking for any nominees, who are considered to be worth a trial. The selection is not definite at present either, as I notice that the names of Parker, A. E. Wood and Captain Brownjohn are omitted.

As regards the other clubs, while I confess I am not very familiar with all their players, I do not think that the C.R.C. have anyone likely to stand much chance. They have had bad luck of recent years and want one or two new enthusiasts. However, their tennis record is so exceptional that they can't expect it both ways. Fritz, of Craigengower, is their only likely candidate, I fancy, and no representatives of the Police are likely. The Indians are a puzzling side. Ismail has already been asked to use the nets—for the rest, I think they do well through a general level of mediocrity and have no outstanding players. University will presumably supply A. A. Rumjahn, but I can think of no one else, if I am right in saying Ralbachet is shortly leaving the Colony.

The Civil Service have several representatives—one of whom holds more of a watching brief than anything else, and the only other men who might get tried are F. Baker, if he would turn out, R. D. Evans, Ling and Holdman will both be away, at all events until close on the match. Kowloon have already replied, and I am rather surprised that they did not forward Jex's name as a wicket-keeper. As far as I know there is not a second stumper in the list of names I have mentioned.

The usual crop of end-of-the-summer ailments is about but there are rather a lot of them. Reed's foot is still poisoned, Owen Hughes is seedy and I hear he has to take a week's rest. I also learn

(Continued on next Column.)

FOOTBALL.

FRIENDLY MATCH TO-DAY.

A friendly match will be played to-day on the H.K.F.C. Club ground, kick-off at 5.15 sharp.
The following will represent the Hongkong Football Club:—Rogers; Summers and Wallington; McBride, Steward and Watson; Taylor, Valentine, Linaker, Gerard and Howard.

HOME FOOTBALL.

LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 4th.
In the First Division of the English League yesterday, Blackburn, playing at home drew with Bury, four goals being shared. West Ham and Wednesday also drew, each side netting once.

ANNUAL AQUATICS.

OPENING TO-DAY.

The Annual Aquatic Sports will commence to-day at 3.30 at the Victoria Recreation Club. There are only two events for to-day, viz:—
880 yards, free style, open Championship of the Colony.
880 yards, free style, confined to Chinese.

Mr. Somerset Maugham, in his latest book, "The Casuarina Tree," has just published, has collected a series of six stories, threaded together by the fact that they are all about the same corner of the world, Borneo and Malaya. They are also linked by the fact that four out of the six of them are about murder.

that Sayer has had trouble with his leg again, an old injury, and Bowker's knee was doubtful. I sincerely trust that the last bit of information which was obtained orally was a lax-pull. On the credit side Hancock is reported better and certainly looks it.

The Selection Committee has not yet been decided on definitely. Cricket enthusiasts should have a treat on Saturday and Monday as a two days Interport Trial will be played. This should help the participants in this journal's Cricket Competition to make up their minds about their selections!

In reply to an enquiry I may state I am quite ready to discuss in these Notes the opinions of correspondents provided they follow the usual rules of newspaper correspondence, and also provided that they are not merely hate-merchants.

R. ASHBY.

Daily Press Cricket Competition.

Last Day For Series B Coupons.

Selecting the Hongkong Interport Team.

THE COUPON PUBLISHED IN TO-DAY'S PAPER IS THE LAST OF SERIES B.

ALL LISTS IN THIS SERIES MUST REACH THE DAILY PRESS OFFICE BY TO-MORROW, OCTOBER 10th.

A TEAM, ACCOMPANIED BY TWENTY SERIES B COUPONS, THE MAXIMUM NUMBER, MAY SCORE A TOTAL OF 630 POINTS. COMPETITORS ARE, THEREFORE, ADVISED TO TAKE THEIR NUMBER OF CHANCES.

THE MAXIMUM POINTS WHICH CAN BE SCORED IN THIS COMPETITION IS 900. EXPERTS CONSIDER THAT THE FIRST PRIZE WILL BE WON BY A TOTAL OF NOT MORE THAN 350.

PRIZES.

First Prize	\$200
Second Prize	50
Third Prize	25

In the very unlikely event of a tie these prizes will be divided.
As the time for the Interport match draws near the task of selecting the Hongkong team becomes easier.

The coupons in the final Series—Series C—will be published in the Daily Press from October 15th to October 30th.

SYSTEM OF SCORING.

To illustrate the system of scoring, to obtain full points a competitor would have to choose the correct team from the start and give this correct team in the full twenty lists of each series.

SERIES A:	20	x	22	=	440	points.
SERIES B:	20	x	164	=	330	"
SERIES C:	20	x	11	=	220	"

Total Possible.....900

Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series B.

October 6th, 1926.

**The name
behind the product**

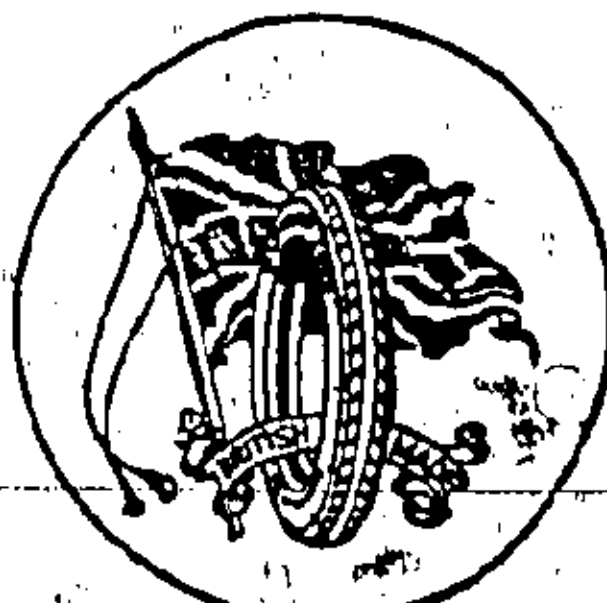
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16A, DES VIGNE ROAD CENTRAL.

TEL: C. 4554.

[A.P.R.]

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—Six-Cylinder Cars—Drivers of the Future—The New Whippet.

(BY AN OWNER-DRIVER.)

A notable feature of the new 1927 programme is the growing popularity of the six-cylinder engine. It was, at first, regarded as a "luxury" design. It was fitted only to the higher-powered and more expensive cars.

Experience has demonstrated that the "six" unit has so many advantages over the four cylinder type that there is reason to believe that in time the "six" will become standard for all cars above four-horse-power, R.A.C. rating.

THE TEST.

It is the old story of the advantages of competition that must be told if we consider the reasons for the progress of the "six." Manufacturers have heard from their agents that motorists have investigated the subject and are asking, not for a more expensive chassis, but for a six-cylinder unit at the old price.

With six-cylinders there is much more "liveliness" in the engine. It would require diagrams and mathematics to explain the theory. The average motorist is not much interested in the technicalities of design but he does like to try out new ideas when he gets the chance. All keen motorists have watched the development of the six-cylinder engine with the determination to get a car with such a unit if they can manage it.

THE MAN WHO DRIVES.

In Hongkong there are many car owners who do not drive. The wages that are paid to chauffeurs here have fallen—it is possible to obtain quite a good driver for forty dollars a month. Indeed Indian drivers, who are supposed to be more reliable than Chinese, are offering their services at a figure which has fallen, in some cases, to thirty-five dollars a month. It would seem that the local supply of drivers is greater than the demand just at present.

The local A.A. must be congratulated on the success of the efforts to have a register of drivers. The energetic Honorary Secretary has been indefatigable in this matter. It must mean a great deal of work for him, but if he succeeds in getting a complete register that will be a great triumph for which all car owners will be grateful.

TAKING RISKS.

Asiatic chauffeurs usually are clever enough to avoid risks when there are passengers in the car. The danger is when the car has only the driver in it. Then he "steps on the gas" and takes risks that are alarming.

There was recently some discussion about a car with no passengers coming down Stubbs Road at an excessive speed. Fortunately, an observer took the number of the car and reported the incident.

It is desirable that any driver taking unfair risks—risks that cause genuine fear in the minds of others—should be at once reported.

It is usually much safer to travel at forty miles an hour on a straight road outside the City boundaries than it is to travel at twenty miles an hour on Stubbs Road. "True motorists believe in 'Safety First' and have consideration for others."

THE DRIVERS OF THE FUTURE.

A letter from a boy at one of the public schools in England has stirred up visions in the mind of the writer of these notes. It seems that at no distant date the youth of the Anglo-Saxon race will be demanding education in motor mechanics as, twenty years or more ago, they demanded instruction in the art of swimming. Everyone now tries to swim. The young correspondent who is rather more than sixteen years of age writes as follows:—"My great pal Jack Hill has a motor-bike and during these hols I have learnt a tremendous lot about how it works. It was awfully good of Jack to show me how to make it go. He very kindly taught me to ride."

"I don't suppose I shall be able to have a motor-bike myself although I could easily get a driver's licence for it. Jack says I could pass any test."

"However if you come home next year I hope you will get a car and then I shall be seventeen and I shall be allowed by the police to drive it if you have no objection."

"Anyone who is seventeen can easily drive a car—even a girl of that age can do it. So I hope you will be able to get home and let me drive you about in the hols."

Then followed some amazing advice about suitable cars. Prices were quoted and the various advantages and disadvantages of different models discussed.

With almost a note of regret the youthful enthusiast realised that we should almost certainly have a "family car," but his own ambitions run in the direction of a sports model.

THE SPORTS MODEL.

There is something very attractive about the general appearance of a sports model.

Youth likes something that looks smart and the sports model does look smart. A two-seater body on a big chassis that will carry a seven-seater body if required, arrests attention.

There is something that gives the impression of power and also of speed and, in addition, there is something that appeals to the artistic sense about the sports model.

The "Shanghai bodies" are not as common in Hongkong as some of us expected, but that may be on account of the trade depression.

They look much better with only two up, and so does a two-seater. The "dickey" is convenient and is quite comfortable for passengers for short runs. The car, however, looks at its best with the "dickey" seat down.

The Shanghai body has the great advantage that when passengers are carried at the rear they are covered by the hood. In a tropical climate such protection against rain and sun is very acceptable.

The disadvantage of the Shanghai body is the price. It seems difficult to understand why it should involve so much extra expense. Possibly in time it will be as standard as the two-seater with dickey seat.

It may be that the individual who thought of it first is drawing good royalties. If so he deserves all he gets. Usually inventors reap. Nothing like the pecuniary reward they ought to have. In the course of time—usually after 14 years—the patents expire and then the general public get the full benefit of the work of the inventor.

TEN YEARS HENCE.

Possibly in about ten years time the youth who is now sixteen may be the proud owner of a small car with a sports body.

He will know much more about the technicalities of the machine than many an owner of to-day who has had a car of his own for ten or even fifteen years. He will be an experienced driver and quite a useful amateur engineer. Probably he will have a radio set to entertain him during the hours when he has no passengers. The things that worry us to-day will cease to provide anxiety for the driver of that period.

It is always dangerous to prophesy but something makes one motoring enthusiast in Hongkong firmly believe that the sleeve-valve engine will be almost universal in ten years time.

The tyres of to-day give very little trouble, but the tyres of ten years hence will give less. There will be some better method of adding lubricating oil. The present system is not ideal. Perhaps the oil companies can suggest something easier, but, please, not more expensive.

THE NEW WHIPPET.

The motoring world in Great Britain is talking about the Overland Whippet—the latest design of light car. It is sold at a price which seems to be incredible for a car that is rated at 15 horse-power.

It may be remembered that there has been a great deal of discussion in the United States about the reason for the success of the British light car.

Economy in running costs is now a consideration for the majority of motorists. A light car makes that possible. In this Colony the family man needs a light car for the sake of economy but he also wants to have a car powerful enough for the hills.

This Whippet car is priced at a figure which enables it to compete with any car. It seats five people and yet it can turn in an ordinary road and is handy in traffic.

It seems an ideal car for a lady driver. In Hongkong it requires a considerable amount of nerve to manipulate a big car. A small light car is easily managed, even with the unusual traffic conditions of our roads.

If a lady drives it and has no attendant she will find it easy to park. The problem of a garage for such a car is much less difficult than is that which concerns a big car. The great point about the powerful engine is that it enables the car to negotiate all ordinary hills on top gear with five people up. It is fairly safe to say therefore that this car will be able to do the journey to the Peak on top gear.

It is speedy—it is said to have exceeded 55 miles per hour. It is true that we don't need such speeds in Hongkong, but what we do like is a car that will quickly pick up speed in traffic. The powerful engine of the Whippet allows the car to do that. It accelerates for 5 to 20 miles per hour in 12 seconds. Four wheel brakes make it always safe.

The petrol consumption is said to be 35 miles to the gallon.

It is made in England at Stockport. The old established gas-engine makers, Messrs. Crossley, are associated with the production of this car.

It is safe to say that this car will become very popular in Hongkong. During the next ten years we shall probably have ten times as many cars on the road as we have at present. There is a great opportunity for all grades and shapes and sizes of cars in South China.

Those that are popular in Hongkong will find a ready market in Canton also. It is said that second hand cars will fetch a higher price in the City of Rams than in Hongkong.

THE WORLD'S PETROL SUPPLIES.

A few weeks ago the Editor of the Daily Press reminded us that a hundred years since there were people in Great Britain who went about the country planting acorns and persuading other people to plant acorns.

They said that there was a danger that there would not be enough oak for the "wooden walls of old England" when the next Napoleon threatened Britannia. Long before the acorns grew up into oak trees iron and steel had been proved to be better materials for ships than oak.

NAVAL INTELLIGENCE.

CAPTAIN L. W. BRAITHWAITE'S APPOINTMENT TO THE "HAWKINS."

The following appointment was made by the Admiralty on September 3rd:—Captain L. W. Braithwaite, C.M.G., to the *Hawkins* (October 2nd), and in command, and as Flag Captain and Chief of Staff to Vice-Admiral Sir E. S. Alexander-Sinclair, amended orders (undated).

Captain Braithwaite joined the Navy in July, 1893, and was promoted captain in December, 1917. He was in 1900 as a sub-lieutenant of the cruiser *Endymion*, was with the naval brigade landed for the advance on Peking, in the course of which he was severely wounded. He received the medal with clasp. In the late war he saw much service and was commander of the cruiser *Cumberland* when it broke out. With that ship he was in various affairs on the Africa Station and in the Mediterranean and later in the North Sea. He was mentioned in despatches for his services in the Cameroons, 1914-18, and received the C.M.G.

Captain Braithwaite takes the place of Captain W. J. C. Lake, who has been flag captain and chief of staff since October, 1924.

It has been decided that the cruiser *Durban*, Captain J. C. Hamilton, which left Hongkong on September 1st, will make a special visit to her home port in December. This will, apparently, be the first time that the cruiser has been to Durban. She was commissioned for service on November 1st, 1921, and left England on November 16th via the Suez Canal for the China Station, arriving at Hongkong on January 5th, 1922. She has been in the Far East ever since, being recommissioned out here on February 14th, 1924.

The relief crews for the submarine *Parrot*, ships *Ambrose*, *Titanic*, and *Warrington*, and the sloops *Exe*, *Hollyhock*, *Bluebell*, and *Magnolia* are being trooped to the China Station in the cruisers *Cantor*, *Caryfort*, and *Dartmouth*, which left England about the middle of September.

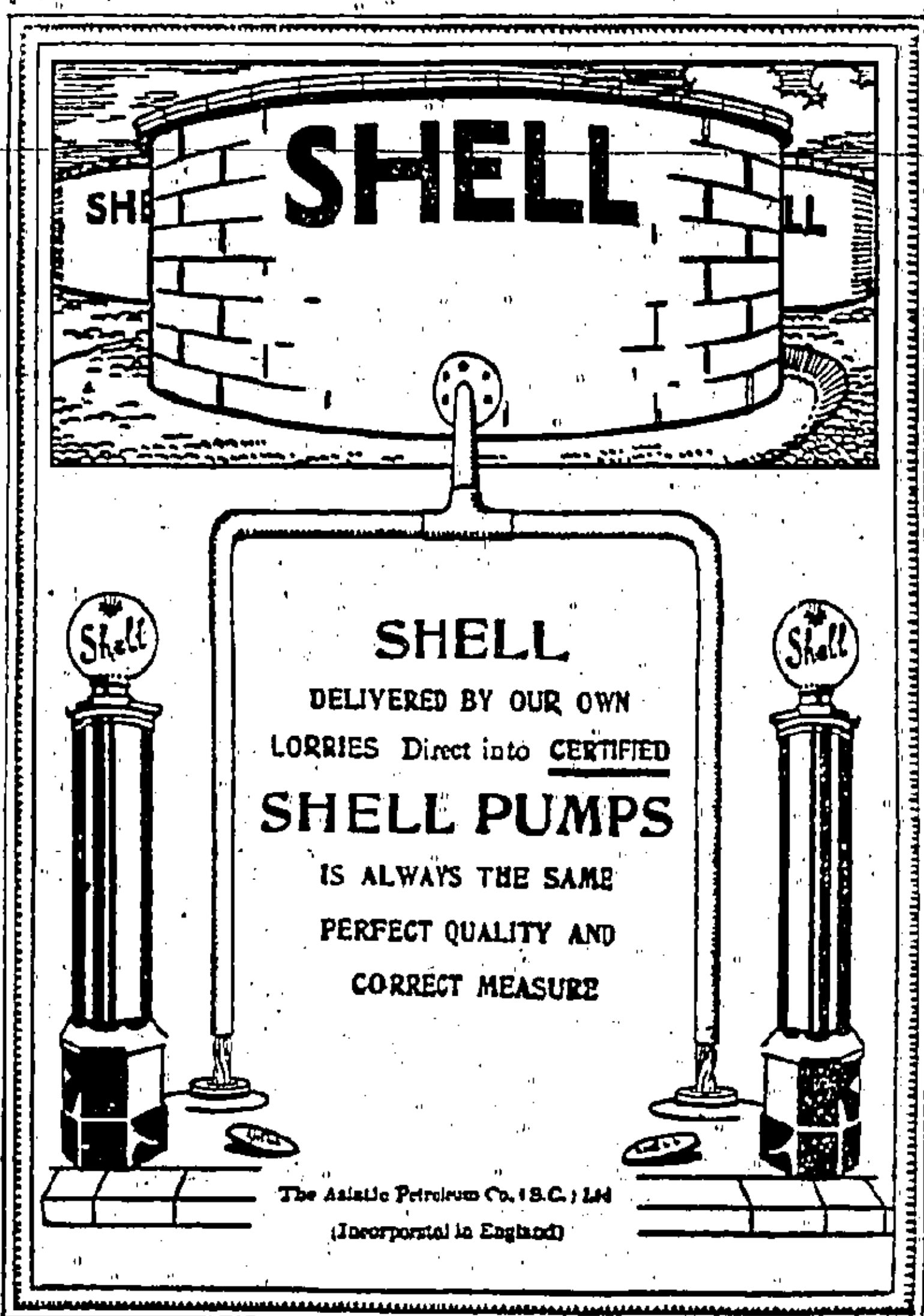
Captain H. A. Buchanan-Wollaston, C.M.G., recently relieved as Captain-Superintendent of Contract-built Ships on the Tyne, commands the *Caryfort*. Captain A. J. Landon, who was promoted a year ago, and has since been studying at the Senior Officers' Course at Sheerness, commands the *Cantor*, while Captain M. G. B. Legge, D.S.O., has been appointed to the *Dartmouth*. Captain Legge, who was promoted at the new year, was formerly S.N.O. on the Upper Yangtze, in the gunboat *Widgeon*.

The following appointment was made by the Admiralty on September 7th:—Payr. Commr. J. T. V. Webster, D.S.O., to *Durban* (on recomng.).

PREPAID "WANTED" ADVERTISEMENTS.

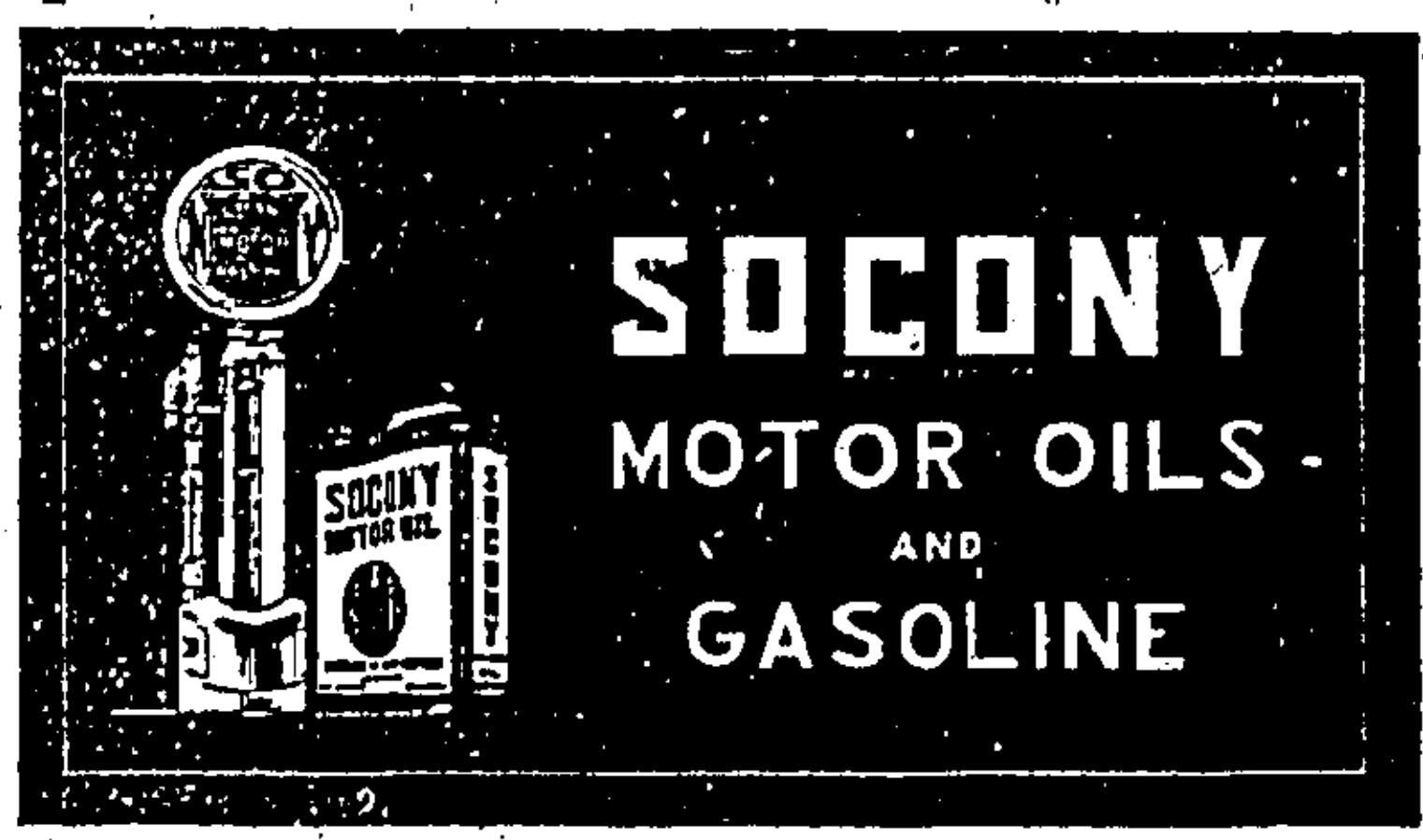
TO LET—FIRST CLASS EUROPEAN RESIDENCE, 3, McDONNELL ROAD, 2 Storied, with Garage, Phone, Light, Gas, Electric, Moderate Rental—Apply Box No. 208, to *Hongkong Daily Press*.

FOR SALE—EERING-HALL MAR-VIN SAFE: 4 ft. x 2 ft. x 2 ft. in Very Good Condition and Fitted with Combination Lock.—P. O. Box 509. [207]



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THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this Port at Noon on MONDAY the 11th OCTOBER, 1926, taking Cargo for the above Ports. Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 6th October, 1926. [4036]

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YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[24]



Keep BLOOD-POISON Out!

WHEN skin is broken, as in cuts, bruises, burns and scalds, millions of dangerous microbes are waiting to invade the tissues.

Don't lose a moment in smearing that injury with Zam-Buk. This grand antiseptic balm kills all dangerous germs and brings quick clean healing. Where festering or blood-poisoning is suspected, Zam-Buk is equally valuable. It soon rids the wound or sore of poison and corruption and covers the place with new healthy skin.

A box of this precious herbal Zam-Buk should be always at hand. It takes the pain and the peril out of daily mishaps and provides you with a reliable healer for a hundred and one skin troubles.

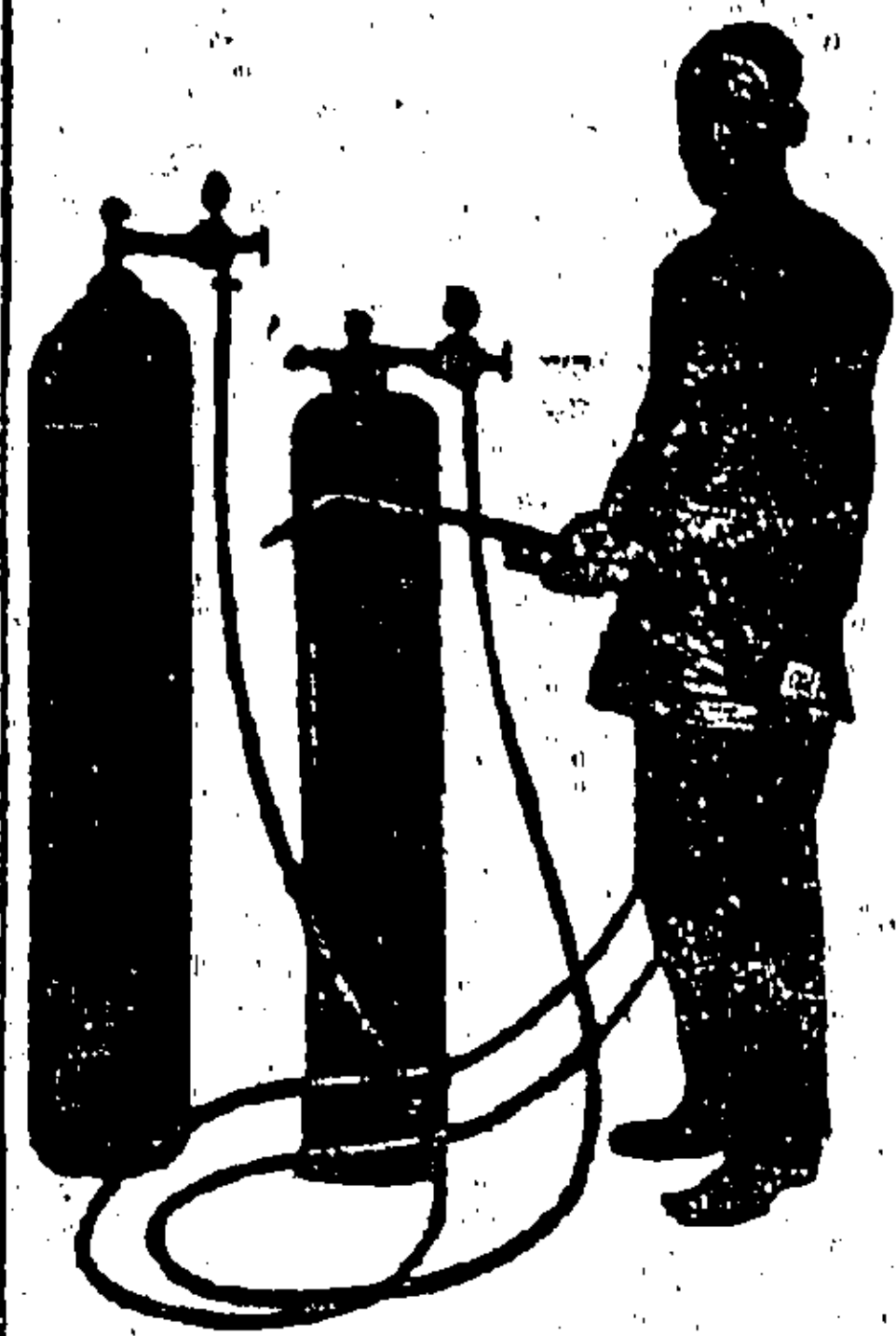
Small Chinese and English descriptions of Zam-Buk. Always use Zam-Buk for the speedy soothing cure of Burns, Scalds, Frost, Pimples, Abscesses, Leg Ulcers, Fleshy Growths, etc. And for quick clean healing of Cuts, Bruises, Blisters, Burns, Scalds, etc. "Bub It In" to subside aches and pains.

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all necessary equipment for Low and High
Pressure Autogenous Welding.
Blowpipes, Gages, Scraping Powder,
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Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

[105]

A.P.B.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE STEAMER "SAARBRÜCKEN"

having arrived from BREMEN, HAMBURG
and Ports, Consignees of Cargo are hereby
notified that their Cargo is being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, where Delivery can be obtained.All Goods remaining undelivered after the
11th of October, 1926, will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.Damaged Packages must be left in the
Godown for examination by the Consignee and
the Company's Surveyor, Messrs. Anderson
& Ashe, at 10 a.m., on the 9th of October,
1926.No Claims will be admitted after the Goods
have left the Godown and all Claims must be
presented within Two Weeks of the Ship's
arrival here, after which date they will not be
recognized.Consignees are requested to surrender their
Bills of Lading to the Undersigned for
countersignature.MELCHERS & CO.,
Agents,
NORDDEUTSCHER LLOYD, BREMEN,
Hongkong, 5th October, 1926. [4032]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW-YORK.

THE STEAMSHIP "LANGTON HALL"

having arrived, Consignees of Cargo by her
are informed that all Goods are being
landed at their risk into the Godowns and/or
extra-hazardous Godowns of Holt's Wharf,
whence Delivery may be obtained.No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after 11th October, 1926, will be
subject to Rent.All Claims against the Steamer must be
presented to the Undersigned on or before
25th October, 1926, or they will not be
recognized.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesday, or Friday, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents,
Hongkong, 5th October, 1926. [4034]THE BEN LINE STEAMERS,
LIMITED.FROM LEITH, MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENLOMOND"

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns and/or extra-hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence, and/or from the
wharves, Delivery may be obtained.No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 11th instant, will be
subject to Rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
25th instant, or they will not be recognized.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hongkong, 4th October, 1926. [4024]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW-YORK.

THE M/V "MALAYAN PRINCE"

having arrived from the above Port on
4th instant, Consignees of Cargo are hereby
informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on Saturday, 9th instant,
at 10 a.m.All Claims must be presented within fifteen
days of the vessel's arrival here, after
which date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 11th instant,
will be subject to Rent.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNES (FAR EAST) LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong,
Telephone No. 3163. [4022]FINDLATER'S
STAG'S HEAD BRAND
BRITISH
LAGER BEER
VERY LIGHT
\$17.00 PER CASE OF
6 DOZEN PINTS.Or \$3 per dozen including duty
delivered to your residence.SOLE AGENTS—
GILMAN & Co., Ltd.,
Hongkong Bank Building.
Tel. C. 290. [129]MARTIN'S
PILLS

APIOL & STEEL

Sure and certain for all Female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
them throughout the world.
Proprietors:
MARTIN, Chemist, Southampton, England.

HONGKONG SHIPPING.

BETTER RETURNS RECORDED.

BIG IMPROVEMENT IN FREIGHTS.

The indications that there would be
better returns recorded in yesterday
morning's shipping statement were borne
out. There was a general all round im-
provement in freight, both for this port
and ports beyond. With six more ar-
rivals than during the previous twenty-
four hours and one of two big returns,
cargo went up with a bound. Hongkong
cargo increased to the extent of over
7,000 tons; while freight for ports be-
yond Hongkong went up by over 15,000
tons. There should be another fair re-
turn in to-day's statement.

TONNAGE AND NATIONALITIES.

The tonnage figures for yesterday were
as under:—Total: 42,408 tons; British
vessels: 17,600 tons; Other vessels: 24,748
tons.At 9 a.m. yesterday there were 68
vessels in the harbour, of which 22 were
British. During the previous twenty-
four hours fifteen vessels arrived, viz.,
six British, one American, one Italian,
two Dutch, one Japanese, one Portuguese
and two Chinese. The departures during
the same period came to ten, viz., one
British and one American for Manila,
three British for Amoy, one Portuguese
for Macao, one Japanese and one Dutch
for Shanghai, one Chinese for Sha U
Chung and one Chinese for Kwang Chow
Wan. Clearance amounted to six, viz.,
one British and one Japanese for Takao,
two Japanese for Shanghai, one Japanese
for Kaelung and one French for Kwang
Chow Wan.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.
yesterday.)

For Hongkong 9,653 tons.

For ports beyond 31,184 "

Total 40,837 "

(For the previous 24 hours ended at
9 a.m. on Monday.)

For Hongkong 9,325 tons.

For ports beyond 5,527 "

Total 14,852 "

Of the cargo for Hongkong, the British
arrivals brought 3,400 tons, of which the
best returns were 1,110 tons and 1,014
tons. Of the remaining 6,233 tons
brought by vessels of other nationalities,
the best return was 4,336 tons. With re-
gard to freight for ports beyond, British
vessels carried 11,446 tons, with the best
return 7,221 tons, and vessels of other
flags carried 9,748 tons, with best returns
4,887 tons and 2,629 tons.

SHIPPING NOTES.

The s.s. *Van Overstraten* (Dutch) ar-
rived here with 472 emigrants from
Belawan Deli and Singapore. During
the voyage, three deaths occurred
amongst these passengers; the bodies be-
ing buried at sea.The s.s. *Hanoi* (French) reports sight-
ing a considerable quantity of wreckage
and corpses, which ten days after the
typhoon, were still floating at sea in
the direct line of the route for shipping
from southern ports.The s.s. *Benlomond* (British) from
London and Singapore, brought a big
consignment of explosives for the naval
and military authorities at Hongkong.A wireless message, dated October 4th,
has been received at the Harbour Office
from the s.s. *Menado Maru* which states
that there is a wrecked junk in Lat. 20.10
N., Long. 110.37 E. Ten feet of mast is
showing above water, and the wreck is
dangerous to navigation.Another wireless message was received
from the s.s. *Harunasan Maru* which
stated that wrecked junk was sighted in
about Lat. 20.25 N., Long. 110.25 E. The
wreck shows about three feet of mast
above water and is dangerous to navigation.The total number of deck passengers
entered for the twenty-four hours ended
at 9 a.m. yesterday was 982, of which
the s.s. *Hang Sang* (British) from Cal-
cutta and Singapore carried 380, and the
s.s. *Van Overstraten* (Dutch) from Be-
lawan, Deli and Singapore 472.Now that the s.s. *Sai On* has resumed
her place on the Hongkong-Macao run,
the s.s. *Tung On*, her companion steamer
on the run, has taken her place in Tai-
koo Dock for the usual overhaul.

THE S.S. "LING NAM."

AGAIN UP FOR SALE.

Some time ago an attempt was made
to dispose of the s.s. *Ling Nam* by public
auction, ordered by the Court. At the
time, it will be recalled, there was no de-
mand for the vessel, and she was with-
drawn from the market.Another attempt to dispose of her is
to be made on Monday, November 1st,
when she will be put up for public
auction (again by order of the Court) at
Messrs. Lambers Bros. Auction Rooms,
Dundell Street.The *Ling Nam* now lies in the harbour
(off Stonecutters). She is a Chinese ship
registered at Canton of 6218 tons Gross
and of 3748 Net tonnage. She has so-
commodation for 40 first class passengers,
80 second class passengers and 1080 deck
passengers and is fitted with electric light
and was built by Reitersteig Schiffwer-
ke and Maschinenfabrik of Hamburg
in 1903. Length 415.7 feet, Breadth 50.4
feet, Depth 28.1 feet, Average speed
loaded 12 knots.
(Continued on next column.)

ECHO OF THE TYPHOON.

FURTHER LOSS OF LIFE
REPORTED.

SURVIVORS CLING TO A MAST.

A report was received from Cheung
Chow yesterday of another junk disaster
as a result of which twelve Chinese lost
their lives.Six survivors were brought to Cheung
Chow, these including the master of the
junk, Ng Fuk Chin, aged 65 years, who
states that his fishing junk, with a crew
of eighteen aboard, and which hailed from
Shaokwan, was drifting off Lin Tin
Island, in Chinese waters, when it was
blown on to the rocks of the island and
totally destroyed.The master and five others managed
to cling to the mast, which had broken
away from the junk, and, after drifting
for some time, they were finally washed
ashore on Ngai Chau Island, British
territory, where they were later picked
up and cared for by the owners of fishing
stake, who subsequently took them to
Cheung Chow.The remainder of the crew (six men,
five women and one boy) were last seen
by the survivors floundering in the water,
and they are all believed to have been
drowned.

Other Reports.

Further reports were also received on
two cases of junk disasters in which a
Chinese living at Tai Ah Chau (on the
So Ke Islands, New Territories) had
the unique experience of picking up two
lots of shipwrecked fishermen.In one case it was the widow of the
master, who with the remainder of his
crew of twenty was drowned. In the
other case the master and eighteen mem-
bers of the crew of 32 of a fishing junk
was washed ashore on the same island
clinging to a dinghy, which has broken
loose from the fishing boat. The remain-
ing thirteen members of the crew were
last seen clinging to a sail, and are
surmised to have perished.Both these cases were reported in Mon-
day's *Daily Press*, and the only difference
in the reports now received is that they
contain fuller details of the disasters.

THE WEATHER.

LAST NIGHT'S REPORT.

The weather report, forecast and re-
marks, issued by the Royal Observatory
at 5.30 last evening read as under:—
The Northern depression is moving
eastward into the Yellow Sea. A
typhoon is forming in the vicinity of
Guam.Local Forecast: East or variable winds,
light to moderate, fine to cloudy.

HARBOUR OFFENCES.

Two fishing junk masters were each
fined \$5 at the Marine Court yesterday
morning by Lieut. Commander G. F.
Hole, R.N., for failing effectively to
shade bright lights.Another fishing junk master was fined
\$15 for failing to exhibit regulation
lights.The master of a cargo junk was fined
\$5 for mooring abreast of a other junks
alongside the s.s. *Wei Cadron*.The ship is fitted with twin screw
triple expansion surface condensing 377
(nominal) H.P. engines, wireless and re-
frigerating apparatus and is classed 100
A.1 in Lloyd's Register of Shipping and
passed second No. 3 Special Survey in
November, 1922.The vessel is to be sold with all such
life-boats, deck stores, engine room
stores, equipment and fittings including
mattresses, pillows and linen as they are
on board the vessel.

PASSENGERS.

ARRIVALS.

By the s.s. *Saarbrücken*, from Europe,
on October 5th:—Mr. Georg Böttcher,
Mr. and Mrs. William Costen, Mr. and
Mrs. Archibald Fothergill, Mr. and Mrs.
Hans Hoffman, Mr. and Mrs. Carl
Heinrich Kelling, Mr. G. M. Lamb, Mrs.
Gerda Lang and daughter, Mr. J. C.
Meinck, Mr. and Mrs. E. Ortlepp and
child, Mrs. Martha Spalinger, and Mr.
and Mrs. Gustav Wildt.By R.M.S. *Empress of Asia*, from
Vancouver via Ports, on October 5th:—
Mrs. J. Crocker, Mr. D. C. Griesheimer,
Mr. Lee Lum, Mr. R. Lancaster, Mr. E.
Nicholson, Mrs. R. W. Parker, Miss
F. Pales, Mr. H. B. Poussotto, Mr. E.
Roullin, Mr. and Mrs. J. H. Reeder,
Mr. J. B. Sproull, Mr. and Mrs. Taylor,
Mr. and Mrs. R. W. Gibson, Miss A. D.
B. Gibson, Miss H. B. M. Gibson, Miss
V. J. Thwaites, Mr. and Mrs. Q. A. W.
Vivian-Neal, Mr. and Mrs. T. A. Hays,
Mr. C. P. Pong, Mr. C. T. Chan, Mr.
Y. H. Yau, Mr. Y. M. Wong, Mr. W. C.
and Master Pasumore, Mr. A. H.
Boyd, Mr. J. V. Crowe, Mrs. Compton
and two children, Mrs. L. Ede, Master
J. Jones, Mr. S. J. Hicks, Mr. J. C.
Lush, Mr. U. L. A. Mohideen, Mr. and
Mrs. F. Milner, Mr. H. F. Payne, Mr.
C. B. Shank, Mr. N. Schulz, Mr. D.
Wagstaff, Mr. W. S. Watson, Mr. P. A.
Wood, Mr. H. B. and Master Duff, Mr.
W. Goin, Mrs. R. J. Paterson, Master B.
Fearson, Mr. and Mrs. H. Ching, Miss
M. Cochrane, Mr. Kwan Yew Woon,
Mr. Li Shun Nam, Mr. and Mrs. W. O.
Law, Mr. Li Shun Kai, Mr. Lo Kung
Mok, Mr. Y. W. Pei, Mr. and Mrs. S.
Tom, Mr. G. F. Tan, Mrs. C. and Miss
Wu, Dr. Chinlin Woo, Mr. L. C. Wu,
Mr. B. S. Wong, Mr. B. F. Wong, Mr.
M. D. Zung, Mr. Kwan Yuk Ting, Mrs.
M. M. Tingley, and Mrs. V. T. Westfall
and infant. Among passengers passing
through on their way to Manila were:—
Mr. D. G. Beebe, Mr. A. L. Duffy, Mr.
F. A. Johnson, Miss L. D. Kirkness, Mr.
A. Maluenda, Mr. P. Garcia, Mr. J. W.
Gaffney, Mrs. A. L. and Miss M.
Gaffney, Miss N. Allen, Mr. and
Mrs. A. H. Colbran, Mr. A.
Colbran, Miss H. Colbran, Miss
E. Scranton, Mrs. W. E. Clark, Miss N.
Dierks, Mr. M. Golebert, Mr. Hoang
Tung Ming, Mr. S. G. Kirkland, Mr.
and Mrs. M. Leventhal, Mr. A. Leven-
thal, Mr. J. J. Nestor, and Mr. C. H.
J. Phelps.

DEPARTURES.

By the s.s. *Taiyo Maru*, for San Fran-
cisco, via Ports, on October 5th:—Mrs.
A. Gibbons, Capt. P. H. Rolfe, Rev. L.
Virochalet, Mr. and Mrs. J. F. da
Rocha, Mr. F. X. da Rocha, Miss L. M.
da Rocha, Mrs. E. Barros, Miss Albertina
Vital, Mr. T. Matsui, Mr. C. B. E.
Eclair, Mr. and Mrs. Tirbak, Miss
Rocha, Mr. F. P. Ashburn, Mr. J. M.
da Rocha, Mr. L. Schlobner, Mr. and
Mrs. C. Siddall, Mr. and Mrs. M. H.
Munson, Master E. Munson, Master R.
Munson, Miss M. Munson, Mr. and Mrs.
G. N. Youngberg, Miss R. Youngberg,
Miss M. Youngberg, Master R. Young-
berg, Mr. Jose Muscat, Mr. Isidro J.
Herrera, Mr. and Mrs. M. Machado,
Mr. M. B. Quallo, Miss L. B. Quallo, Mr.
M. J. Quist, Mr. and Mrs. E. Jorge,
Mrs. A. Fujii, Mr. Doi, Mr. H. Suzuki,
Mr. K. Nakatani.The Royal family's liking for Chinese
jade and ivory is well-known. The
Queen especially is very fond of them
and made some purchases during a visit
to Harrogate while staying with her
daughter at Goldborough Hall. Princess
Mary bought a Buddha of rose quartz and
objects in rose quartz and jade figured
among the wedding presents sent her by
personal friends. Lady Patricia Ramsay
is also credited with its fondness for jade
objects and ornaments, and began her
collection during a tour of the Far East
many years ago with her father and
mother. Queen Alexandra had a collec-
tion of jade that included many animals,
and those friends privileged to send her
late Majesty birthday gifts used to add
to the menagerie.

STONING A PEACOCK.

INSUFFICIENT EVIDENCE
AGAINST JAPANESE.A Japanese, residing at Kowloon City,
was yesterday charged before Mr. J.
H. E. Nihill, at the Kowloon Magistracy,
with cruelty to a peacock, belonging to
Acting Sub-Inspector Smith, and also
with throwing stones to the danger of the
public.The case was conducted through the
interpretation of the defendant's wife,
the accused pleading that he had no in-
tention of doing any injury to the bird.
Sub-Inspector Simson informed the
Court that the peacock, which was in-
variably on the walls of the Kowloon
City Police Station, appeared to have
attracted the attention of the defendant
who threw a number of stones at the
bird. Sub-Inspector Smith, hearing the
noise, went down and arrested the de-
fendant.His Worship said there was no evidence
of cruelty, but the defendant would be
fined \$10 on the second charge.The Rev. Hugh John Embling, Chap-
lain of Liddon House, has been nomi-
nated to the position of Assistant Bishop in
the Diocese of Korea. Mr. Embling
went from "Lincoln College, Oxford, to
Cuddesdon College in 1909, being ordain-
ed the same year. He was a curate at
St. Stephen's Poplar, and then Assistant
Missioner of the Charterhouse Mission,
Southwark. In 1914 he was appointed
Southwark Diocesan Missioner, but after
the outbreak of war he became an acting
chaplain to H.M.S. *Agincourt* (1917-20).
He went to Liddon House as chaplain in
1922.

PUBLIC AUCTION.

THE Undersigned have received Instruc-
tions to Sell by

PUBLIC AUCTION

TUESDAY, WEDNESDAY AND
THURSDAYTHE 19th, 20th and 21st OCTOBER, 1926,
COMMENCING EACH DAY AT 9.30 A.M.
WITH AN INTERVAL FROM
12 NOON TO 1.30 P.M.
AT

H.M. NAVAL YARD, HONGKONG,

AND AT

KOWLOON NAVAL DEPOT.

OLD AND SURPLUS NAVAL

STORES, Etc.,

Comprising—
Money Chests, Binoculars, Metal Branch
Pipes, Life Boat, Whaler Gigs, Old Lead
Battery Plates, Boat Sails, Electrical and
Wireless Telegraphy Fittings, Glycine, Elec-
tric Cable, Cooking Stoves, Ship's Fittings and
Firebricks, Gear, Iron Mattresses, Water
Closets and Pans, Life Belts, Carpets, Buge,
Mats, Table Covers, Old Steel Files, Blankets,
Fold-up Lavatories, Curtains, Overcoats,
Glasses and Unglazed Tiles, Leather and
Metallic Hoses, Canvas Tubing, Old Cordage,
Canvas Bags, Old India Rubber, Old Leather,
Old Woollen and Linen Bags, Metal Pro-
pellers, Old Paint Drums, Old Oak, Old Brass
Canvas Cuttings, Old Iron and Steel, Old New
Copper, Lead and Zinc, Copper and Brass
Tubes, Coal Sacks, Brown Jean, Wood and
Iron Blocks, Lamps, Lanterns and Gear,
Gauges, Old Steel Tubes, Old Steel Wire Rope,
Dirty Mineral Oil, Olive Oil and Oil Fuel,
Chain Cable and Chain Drilling, Screwing
and Grinding Machines, Lathes, Steam Engines,
Chain Compresses, Embraces, Logs, Cloaks,
Iron Drums and Tanks, Old Boating, Fire
Engines, Boats' Engines and Boilers, Rigging
Chain, Wire and Fibre Brushes, Glass Tubes,
Table Fans, Baths, Anvils, Forges, Vices, Mis-
cellaneous Tools, Ironmongery Protective Ma-
tresses, Filters, Mast, Seine Nets, Captain
Engines and Gear, Charging Pipes, Hull,
Engines and Boilers of Steam Cutter, Asbestos
Facking Associated Engine, Engine Room
Telegraphs, Circular and Band Saws, Gymnas-
tic Gear, etc., etc.Lots May be Inspected on MONDAY, the
18th OCTOBER, 1926.

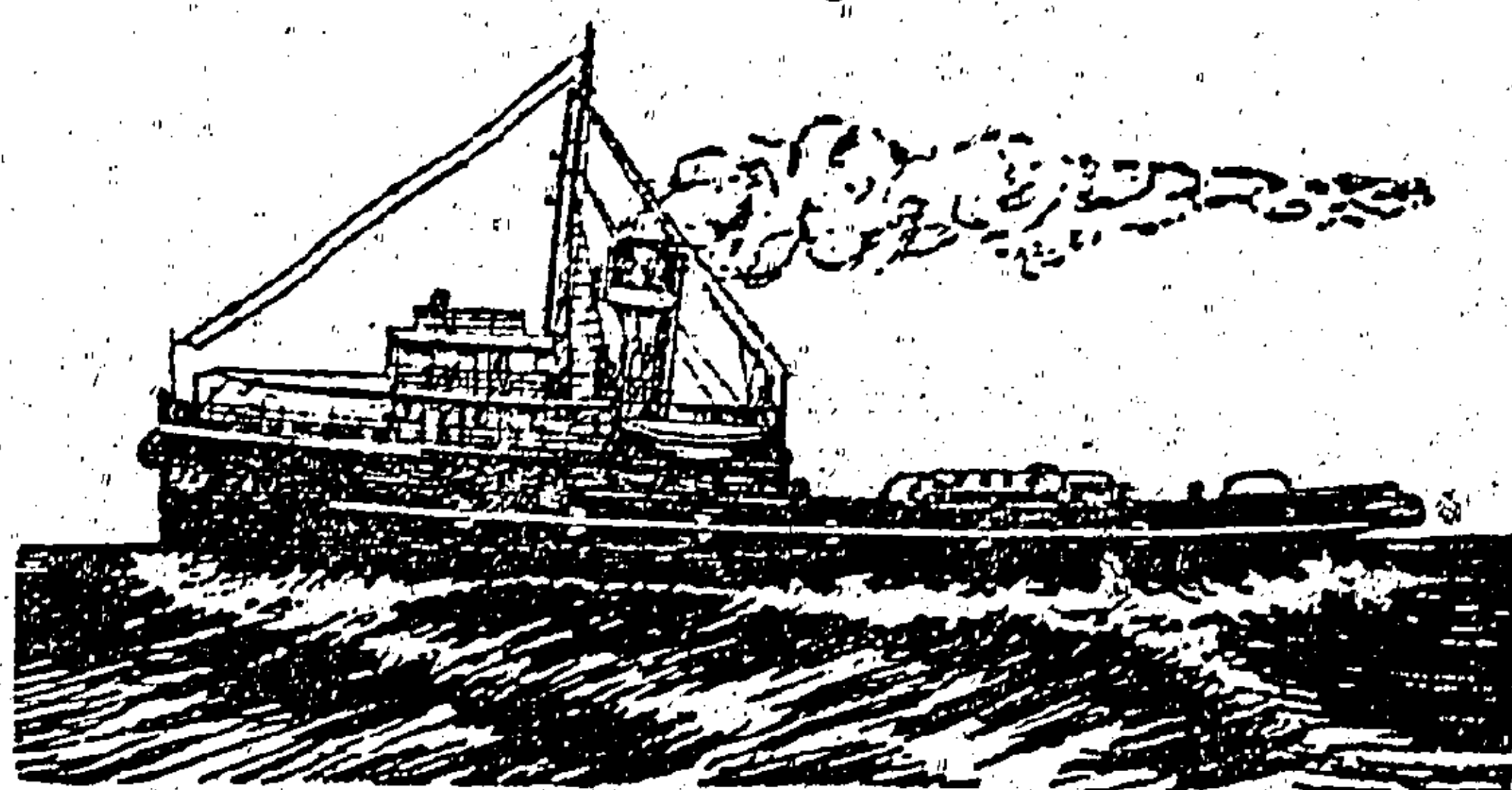
Terms of Sale—As detailed in Catalogue.

By Appointment,
Auctioneers to the Admiralty.

Hongkong, 4th October, 1926. [4023]

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

CAPS USED "A1," A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.(Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians.)

Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own
service, 1921. Length 158' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven,
submersible centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS.

ARRIVALS.

October 4th.
Devavongse, German str., 1,047 tons, Capt. John Ernest, from Tourane, with a general cargo, lying at buoy No. 41.—Cheong Yue S.S. Co.
Sui Fok, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Taiko, British str., 133 tons, Capt. J. T. Thirlwell, from Tourane, in ballast, lying at Taikoo Dock.

October 5th.

Catchus, British str., 6,313 tons, Capt. Frank Adcock, from Shanghai, with a general cargo, lying at buoy No. 41.—B. & S.
Empress of Asia, British str., 10,000 tons, A. V. R. Lovegrove, R.N.R., from Vancouver, B.C., which port she left on September 18th, with a general cargo, lying at Kowloon Wharf.—C.P.E.

Foohing, British str., 1,423 tons, Capt. W. Allan Balch, from Shanghai and Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Hang Sang, British str., 1,356 tons, Capt. C. R. Mow, from Calcutta and Straits. She left Calcutta on September 15th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Hydrangea, British str., 560 tons, Capt. R. Eividge, from Kwang Chow Wan, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

Langton Hall, British str., 491 tons, Capt. H. Percival, from Newport and Manila. The latter port she left on October 2nd, with a general cargo, lying at Holt's Wharf.—Bank Line.

Saarbrücken, German str., 5,335 tons, Capt. E. Frantz, from Hamburg and Singapore. The former port she left on August 21st and the latter on September 30th, with a general cargo, lying at Kowloon Wharf.—Melchers & Co.

Van Overstraten, Dutch str., 2,897 tons, Capt. H. Shinter, from Deli and Singapore. The latter port she left on September 30th, with a general cargo, lying at buoy No. 41.—J.C.F.L.

Fiminate, Italian m.s., 5,483 tons, Capt. P. Fabiani, from Trieste and Singapore. The latter port she left on September 30th, with a general cargo, lying at buoy No. 41.—Dedwell & Co.

PASSENGERS.

October 5th.
Amfura, for Moji.
Catchus, for Singapore.
Chung Hing, for Kwang Chow Wan.
Foohing, for Canton.
Hai Ning, for Amoy.
Hawai Maru, for Saigon.
Katsu Maru, for Swatow.
Sunbricken, for Shanghai.
Sui Fok, for Sha U Chung.
Sunking, for Kwang Chow Wan.
Van Overstraten, for Swatow.
Fiminate, for Shanghai.
West Cadmus, for Manila.

VESSELS EXPECTED.

Empress of Canada (C.P.R.), due October 18th.
Japan (Swedish East Asiatic), due October 29th.
Shirata (B.I. & Apear), due October 8th, about 5 p.m.
Samatra (Swedish East Asiatic), due October 29th.

VESSELS IN DOCK.

The following vessels are in Dock:—
 At Taikoo: *Liangchow*, *Anomai*, *Tai Lee*, *Hai Yen*, *Tung On* and *Nam Wah*.
 At Kowloon: *Tai Tack*, *Tuen Sang*, *Sui An*, *Compass* and *Olo*.

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0/4 Od.

FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "HESSSEN" ... due here on or about 22nd October, 1926
 S.S. "PREUSSSEN" ... due here on or about 23rd November, 1926

FOR EUROPE

S.S. "OLDENBURG" ... sailing from here on or about 11th October, 1926
 S.S. "SAARLAND" ... sailing from here on or about 5th November, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW EAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JACKSON" Oct. 7th, 5 p.m.
 "PRESIDENT MCINLEY" Oct. 19th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MCINLEY" Oct. 11th, 5 p.m.
 "PRESIDENT JEFFERSON" Oct. 23rd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

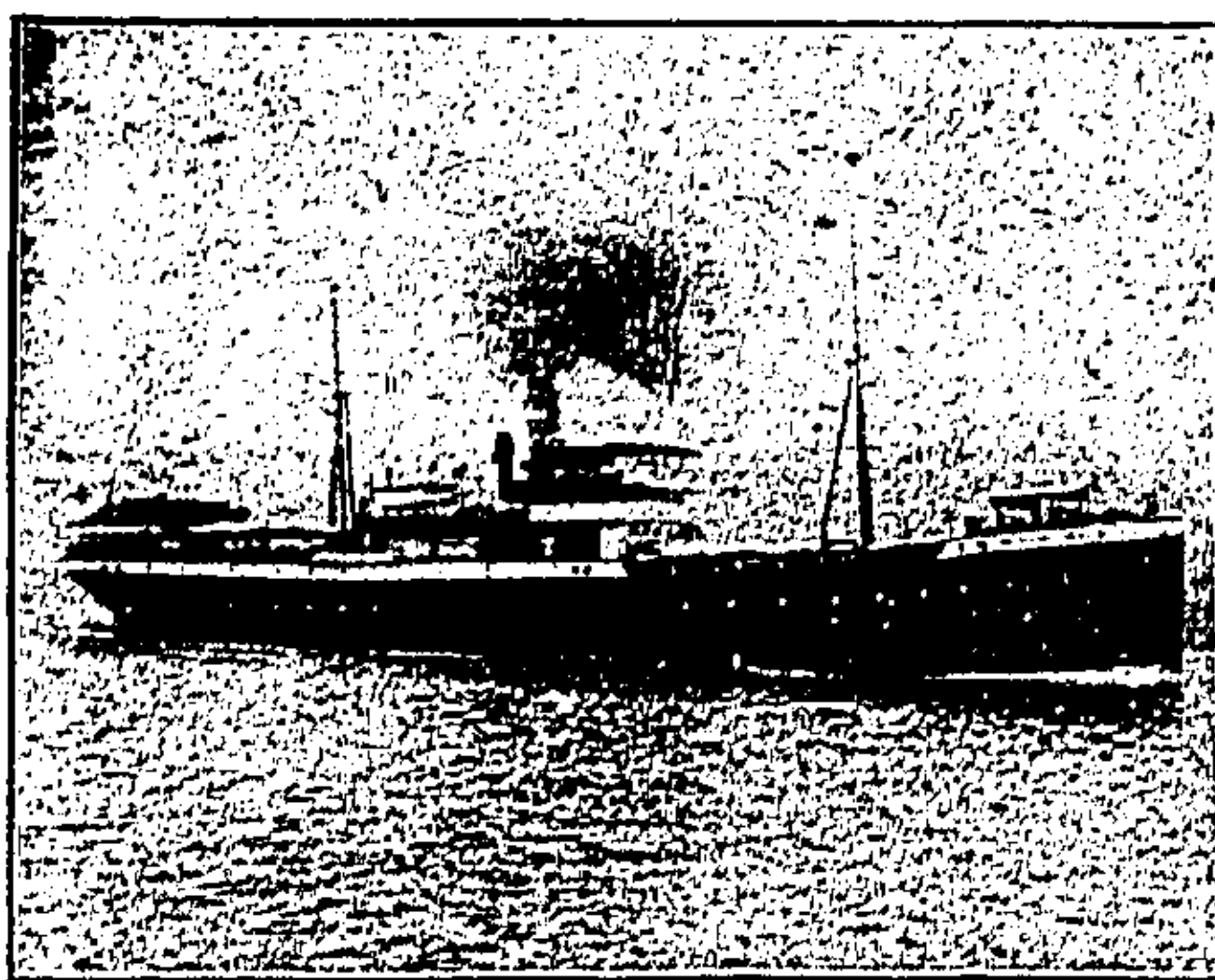
Telephone: Central 2477, 2478 & 795.

CHINA BORNEO SHIPPING CO.

HONGKONG-BORNEO LINE.

To Jesselton, Sandakan, Tawau, Semporna and Labad Datu, Calling at Sandakan on Return Voyage.

Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.

All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.

Hotel reservations arranged at Sandakan and Hongkong if desired.

Through Bills of Lading issued to other B. N. Borneo Ports.

Sailings are subject to alteration.

Next Sailing from Hongkong, Thursday, October 14th, 1926.

For Freight, Passage and other Information, please apply to—

CARMICHAEL & CLARKE, Agents. QUEEN'S BUILDING. PHONE C. 232.

W. WATT & CO., Agents. 189, WING LOK STREET WEST. PHONE C. 4968.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" 9,670 tons d.w., sailing 5th NOVEMBER.
 "CITY OF CAIRO" 10,145 tons d.w., sailing 3rd DECEMBER.

THE above Modern Passenger Steamers will be Despatched as above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, Arriving in NEW YORK on or about 5th JANUARY and 2nd FEBRUARY respectively. FARES: £100 Single First Class, £70 Single Second.

For further Particulars, Apply to—

THE BANK LINE, LTD.

General Agents.

CANADIAN PACIFIC

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER.

FROM HONGKONG 15 DAYS FROM SHANGHAI 15 DAYS FROM JAPAN 9 DAYS

SAILINGS 1926-1927.

STEARERS	H'kong, Leave	Shanghai, Leave	Kobe, Leave	Yokohama, Leave	Vancouver, Arrive
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 22	Oct. 25	Oct. 28	Nov. 1	Nov. 18
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 28
EMPRESS OF ASIA	Jan. 8	Jan. 11	Jan. 14	Jan. 17	Feb. 4
EMPRESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	May 22	May 25	May 28	June 1	June 19
EMPRESS OF RUSSIA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF ASIA	June 22	June 25	June 28	July 1	July 10

VANCOUVER TO EUROPE IN 12 DAYS

Direct connections with Atlantic Steamships at Montreal and Quebec (Summer) St. John Winter.

Special FARES to EUROPE

£120 £112 £83

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	Oct. 9	Oct. 11
Oct. 20	Oct. 22	Oct. 23	Oct. 25

CANADIAN PACIFIC EXPRESS COMPANY.
TRAVELLERS' CHEQUES PAYABLE THE WORLD OVER
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752.

Cables: GACANPAC.

Freight and Express: Tel. C. 42.

Cables: NAUTILUS.

(15)



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU	Tuesday, 5th Oct., at Noon
TENYO MARU	Monday, 18th Oct., at Noon
KOREA MARU	Tuesday, 2nd Nov., at Noon
SEIYU MARU	Tuesday, 18th Nov., at Noon
SIBERIA MARU	Monday, 29th Nov., at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU	Saturday, 6th Nov., at Noon
BOKUO MARU	Saturday, 27th Nov., at Noon
RAKUTO MARU	Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KITANO MARU	Saturday, 9th Oct.
HARUNA MARU	Saturday, 23rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU	Wednesday, 24th Nov., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU	Friday, 29th Oct.
TSUYAMA MARU	Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU	Friday, 15th Oct.
WAKABA MARU	Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU	Monday, 11th Oct.
TOTTORI MARU	Friday, 29th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU	Friday, 8th Oct.
KANGKON MARU	Monday, 18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Saturday, 16th Oct.
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SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU	Saturday, 9th Oct.
MUROBAN MARU	Sunday, 17th Oct.
ATSUTA MARU	Tuesday, 19th Oct.
TOKUSHIMA MARU	Tuesday, 19th Oct.

For further information, apply to—

NIPPON YUSEN KAISHA. Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
D'ARTAGNAN	...	...	12th Oct. 1926.
ANGKOR	...	...	26th Oct. "
PORTOS	...	...	9th Nov. "
CHAMBERLAND	...	...	23rd Nov. "
PAUL LECAT	...	...	7th Dec. "
GENERAL METZINGER	...	...	21st Dec. "
AMAZONE	...	...	4th Jan. 1927

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... 99. 0d. Od. B Class (1st Class) ... 2 85. 0d. Od.
 B Class 2nd ... 70. 0d. Od. C Class (2nd) ... 2 61. 0d. Od.
 Through Tickets to London and Leaving Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).
 S.S. "LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAYRE is due to arrive on the 22nd October.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO., 8, QUEEN'S BUILDING. Telephone Central 740.

CONSIGNATION-TRANSIT-REPRESENTATION.

INDO-CHINA

STREAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

STRAITS & CALCUTTA	"LAISANG"	Wednesday, 6th Oct., at 3 p.m.
KOBE via SHANGHAI	"TSINGTAU"	Thursday, 7th Oct., at 7 a.m.
TIENSIN	"HANGSANG"	Thursday, 7th Oct., at 4 p.m.
SHANGHAI	"CHEONGSHING"	Saturday, 9th Oct., at 4 p.m.
SANDAKAN	"KWONGSANG"	Saturday, 9th Oct., at Noon.
CANTON	"MAUSANG"	Tuesday, 12th Oct., at 2 p.m.
KOBE via YOKOHAMA	"HOPSANG"	Wednesday, 13th Oct., at 6 a.m.
YOKOHAMA	"KUMSANG"	Wednesday, 13th Oct., at 7 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	Wednesday, 13th Oct., at Noon.
HAIKOW via HOIHOW	"MINGSANG"	Friday, 15th Oct., at 9 a.m.
OSAKA	"NAMSANG"	Sunday, 17th Oct., at 7 a.m.
KOBE & MOJI	"HOSANG"	Tuesday, 19th Oct., at 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday, 20th Oct., at 7 a.m.
OSAKA via MOJI & KOBE	"HINSANG"	Saturday, 30th Oct., at 2 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.	Vessel	Discharges	Leaves Hongkong.
"GLENSHANE"	8th Oct.	"GLENGARRY"	...	20th Oct.
"CARMAATTEENSHIRE"	17th "	"CARMAATTEENSHIRE"	...	30th Nov.
"GLENSHIRE"	26th "	"CARMAATTEENSHIRE"	...	30th Nov.
"GLENTARA"	26th Nov.	"GLENTARA"	...	29th Dec.
"CARMAATTEENSHIRE"	27th Nov.	"GLENTARA"	...	29th Dec.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD., THE GLEN LINE, LTD., AGENTS.

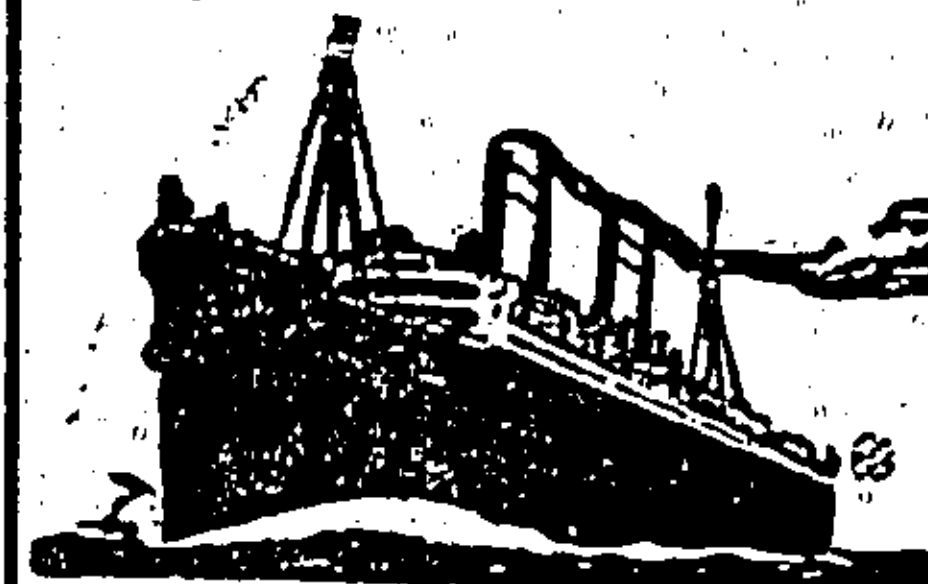
Telephones: Central No. 215 sub-ex. 23, and Central 3396.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND FREIGHT SERVICE.

Cabin class £73. 4s. Od. To GENOA.
 Intermediate class £48. 2s. Od.



NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
"ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS."	SHANGHAI AND JAPAN.	GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MARSEILLES, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
* S.S. "TRIER"	...	10th October, 1926.
* S.S. "SAARBRUECKEN"	5th October, 1926	14th November, "
* S.S. "COBLENZ"	6th November, "	11th December, "
* S.S. "YORK"	2nd December, "	2nd January, 1927.
* S.S. "FULD"	30th December, "	6th February, "
* S.S. "DEUTFLINGER"	27th January, 1927.	26th February, "
* S.S. "TRIER"	25th February, "	26th March, "
* S.S. "SAARBRUECKEN"	26th March, "	30th April, "
* S.S. "COBLENZ"	22nd April, "	21st May, "

For Freight and Passage, please apply to—

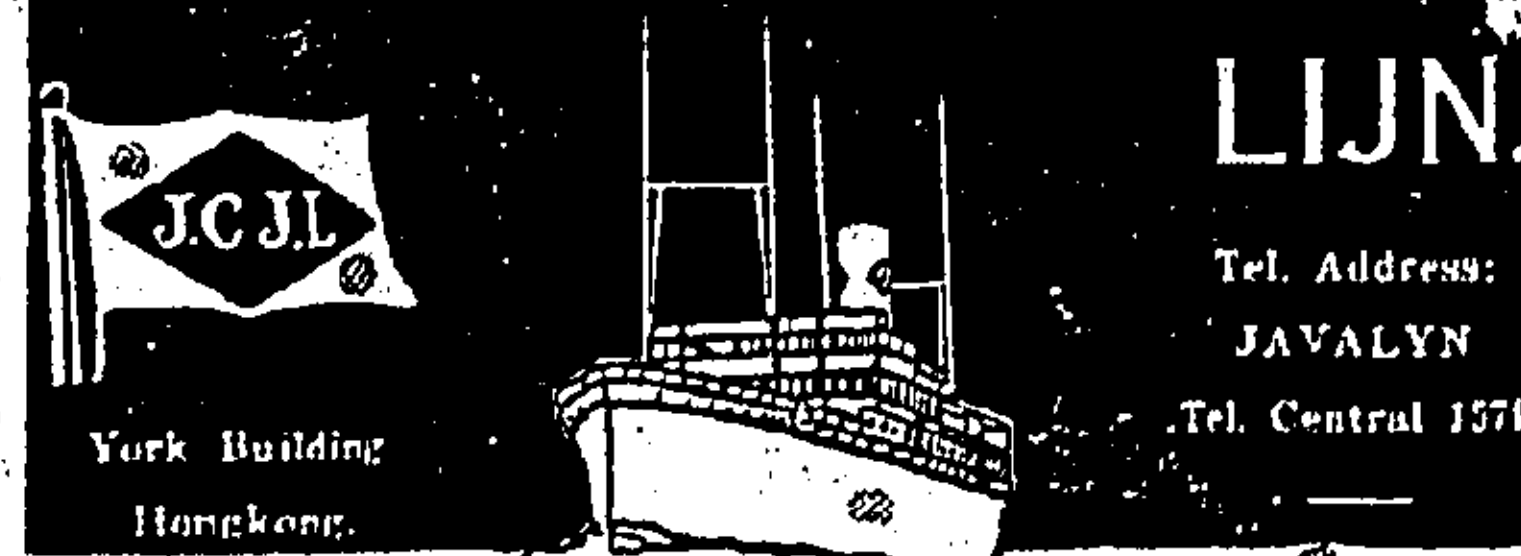
MELCHERS & CO.,

Telephone C. 4557.

2, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN LIJN.



Tel. Address:

JAVALYN

Tel. Central 1571.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPLORED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	SHANGHAI	12th Oct.	7th Oct.	BATAVIA
TJISALAK	JAVA & M'CHAL	14th "	14th "	S'HAL & NORTH CHINA
TJIKINI	N. CHINA & AMOY	14th "	15th "	BATAVIA
TJIKARANG	BATAVIA	17th "	18th "	SHANGHAI
TJIKEMBANG	SHANGHAI	18th "	21st "	BATAVIA
TJITAROWA	JAVA & M'CHAL	20th "	21st "	S'HAL & NORTH CHINA
TJIMANOK	N. CHINA & AMOY	20th "	28th "	MACASSAR
TJISAROWA	BATAVIA	31st "	2nd Nov.	SHANGHAI
TJIKARANG	SHANGHAI	1st Nov.	4th "	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BATH" ... From Hongkong via Suez Canal 8th Oct.
 S.S. "CITY OF BARODA" ... From Hongkong via Suez Canal 9th Nov.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WELLS & CO., LONDON.)

Sailings from Hongkong

M.V. "FORRESBANK" ... From Hongkong via Suez Canal 2nd half November.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" ... From Hongkong 24th October.
 For Havre, London, Rotterdam and Hamburg.
 S.S. "CITY OF PEKIN" ... From Hongkong 18th November.
 For Marseilles, London and Havre.

FARES TO LONDON

"A" 1st Class £33. 2nd Class £20.

"B" 1st Class £30. 2nd Class £18.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

S.S. "YUENSANG" ... From Hongkong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Uitenhage.

Through Bills of Lading issued to Suez, Zanzibar, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Molloni, Lourenco Bay, Walvis Bay, and Madagascari.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:-

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAVANESE PRINCE" ... 3rd November, 1926

For Freight and Full Particulars, apply to:-

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

[19]

**KONINKLIJKE PAKETVAART MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 13th October.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 6 destinations in the Netherlands East Indies and Australia.

Agents:-

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yokohama Building, CANAL ROAD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES

MAURITIUS, ZANTZIBAR, SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-

STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT

ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"JEYPORE"	5,318	11th Oct., Noon	Singapore, Penang, Colombo, Bombay & Karachi.
"MOREA"	10,918	16th Oct., Noon	Marseilles and London.
"NYANZA"	7,023	27th Oct., Noon	Singapore, Penang, Colombo & Bombay.
"KHYBER"	8,114	30th Oct., Noon	Marseilles, London, Antwerp and Hall.
"ALFRED"	8,273	8th Nov., Noon	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov., Noon	Marseilles and London.
"DEVANHA"	8,155	25th Nov., Noon	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,128	27th Nov., Noon	Marseilles, London, Antwerp and Hall.
"NELLORE"	8,532	9th Dec., Noon	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec., Noon	Marseilles and London.
"DELTA"	8,097	23rd Dec., Noon	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	25th Dec., Noon	Marseilles, London, Antwerp.
"MIRZAPUR"	8,715	3rd Jan., Noon	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	8th Jan., Noon	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	8th Jan., Noon	Marseilles and London.
"KALYAN"	9,144	22nd Jan., Noon	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb., Noon	Marseilles and London.
"KASHMIR"	9,005	19th Feb., Noon	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March, Noon	Marseilles and London.
"KASGAR"	9,005	12th March, Noon	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	18,504	19th March, Noon	Marseilles and London.
"MACEDONIA"	11,089	2nd April, Noon	Marseilles, London, Antwerp & Rotterdam.
"DEVANHA"	8,155	9th April, Noon	Marseilles, London and Antwerp.
"KARNATA"	9,128	12th April, Noon	Marseilles and London.
"MALWA"	10,941	14th May, Noon	Marseilles, London and Antwerp.
"KHIVA"	9,135	14th May, Noon	Marseilles and London.
"MOREA"	10,918	29th May, Noon	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,841	10th Oct., 10.30 a.m.	Singapore, Penang and Calcutta.
"TALMA"	10,000	17th Oct., Noon	do.
"TAKADA"	6,949	6th Nov., Noon	do.
"TAKLIWA"	7,886	10th Nov., Noon	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	29th Oct., Noon	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Dec., Noon	do.
"ST. ALBANS"	4,500	31st Dec., Noon	do.
"ARAFURA"	6,000	28th Jan., Noon	do.
"TANDA"	6,956	4th Mar., Noon	do.
"ST. ALBANS"	4,500	18th April, Noon	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The E. & A.S.S. Co.'s Royal Mail Steamers to London via Suez Canal.
 The E. & A.S.S. Co.'s Branch Services of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MANTUA"	10,902	16th Oct., Noon	Shanghai, Moji & Kobe.
"TAKADA"	6,949	16th Oct., Noon	Amoy, Moji, Kobe and Osaka.
"TAKLIWA"	7,886	23rd Oct., Noon	Kobe.
"MIRZAPUR"	8,715	25th Oct., Noon	Shanghai, Moji and Kobe.
"KARNATA"	9,128	25th Oct., Noon	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct., Noon	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov., Noon	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	8,532	13th Nov., Noon	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov., Noon	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov., Noon	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov., Noon	Shanghai only.
"ST. ALBANS"	4,500	7th Dec., Noon	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec., Noon	Shanghai, Moji and Kobe.
"NYANZA"	7,023	17th Dec., Noon	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th Dec., Noon	Shanghai, Moji and Kobe.
"PERIM"	7,848	18th Dec., Noon	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec., Noon	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan., Noon	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan., Noon	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan., Noon	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan., Noon	Shanghai, Moji and Kobe.
"NELLORE"	8,532	21st Jan., Noon	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb., Noon	Moji, Kobe, Osaka and Yokohama.
"TANDA"	6,956	8th Feb., Noon	Shanghai, Moji and Kobe.
"MONGOLIA"	18,504	17th Feb., Noon	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb., Noon	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	4th March, Noon	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March, Noon	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	12th March, Noon	Shanghai, Moji and Kobe.
"KARNATA"	9,128	18th March, Noon	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April, Noon	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April, Noon	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 3 to 5 Days)

HAICHING ... Saturday, 9th October, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Parade Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

BANGKOK	"KIANGSU"	On 7th Oct., 6 a.m.
SHANGHAI	"SUNNING"	On 7th Oct., 6 a.m.
HAIKOW & HAIPHONG	"TEAN"	On 7th Oct., Noon.
SHANGHAI & TSINGTAO	"SUICHANG"	On 9th Oct., 6 a.m.
AMOI, SINGAPORE & BANGKOK	"KAYING"	On 9th Oct., 6 a.m.
SHANGHAI & NEWCHOW	"KIANGCHOW"	On 11th Oct., 6 p.m.
AMOI & SHANGHAI	"SINKIANG"	On 12th Oct., 6 p.m.
BANGKOK	"KWANGTUNG"	On 13th Oct., 6 p.m.
SHANGHAI	"SOOCHOW"	On 14th Oct., 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 15th Oct., 4 p.m.
NINGPO, SHANGHAI & NEWCHOW	"LINAN"	On 16th Oct., 6 a.m.
SHANGHAI & NEWCHOW	"LUCHOW"	On 17th Oct., 6 a.m.
AMOI & SHANGHAI	"SZCHUEN"	On 18th Oct., 6 a.m.
AMOI & SINGAPORE	"ANHUI"	On 19th Oct., 6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To

860 SINGLE AND \$90 RETURN.

For Freight or Passage apply to:- **BUTTERFIELD & SWIRE.**

TELEPHONE CENTRAL 33. Agents.

CARGO AND PASSAGE CAN BE INQUIRED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	8th October	18th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	8th January	14th January

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[17]

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[21]

